2026 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

Date: June, 2026

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Local Responsibilities and Commitment

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Executive Summary: Air Quality in Our Area

Air Quality in Wirral Council

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.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.

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.

Wirral Council undertakes monitoring and reporting of air quality across the borough. This monitoring is in the form of real-time monitoring from the 2 Automatic Urban Rural Network (AURN) stations in the borough, operated by the Department of Environment, Food and Rural Affairs' (DEFRA), 5 'indicative' real-time monitors and 56 passive monitoring

locations across the borough. As part of the reporting process, the Authority must assess what actions they are taking now and what planned action, if any, should be taken in the future.

Wirral Council has not declared any Air Quality Management Areas (AQMA) in the borough, as monitoring results have not indicated any breaches of the UK Air Quality Objective levels for air pollution. The main pollutants of concern in Wirral are Nitrogen Dioxide and Particulate Matter.

Within Wirral, Nitrogen Dioxide is monitored in real-time at 2 DEFRA AURN stations and 5 'indicative' real-time sensors. In addition, Nitrogen Dioxide is also monitored using passive diffusion tubes. During 2025, monitoring was undertaken at 56 sites across Wirral. There were no identified exceedances of the annual mean Nitrogen Dioxide national objective of 40µg/m^3 at these 56 passive diffusion monitoring sites. There were also no exceedances of the hourly mean National Objective of 200µg/m^3 not to be exceeded more than 18 times a year for Nitrogen Dioxide levels, monitored at the two AURN real-time air pollution monitoring stations. The results from the 4 out of 5 'indicative' real-time sensors that are available show that no exceedances of the annual mean Nitrogen Dioxide national objective were identified at these monitoring stations. Data is not available from the Arrowe Park monitor due to a fault on the monitor. The highest results for Nitrogen Dioxide were at Ivy street, Birkenhead (25µg/m^3) and the lowest results were at New Chester Road, Eastham (14.1µg/m^3)

Further details on the results for 2025 are provided in Appendix A and Appendix C. The monitoring during 2025 has not identified locations where a detailed assessment or the declaration of an Air Quality Management Area will be required.

Wirral's Local Air Quality Management programme has tailored monitoring locations to include those areas identified as traffic 'hot spots.' Areas that may be affected by housing and / or commercial developments have also been considered. This focus is determined using DEFRA's Nitrogen Dioxide modelling data, local intelligence, including an air quality modelling report, commissioned as part of the production of the Local Plan, historical data, information obtained from the Authority's sustainable transport team and the Merseyside Atmospheric Emissions Inventory.

A monitoring location review was undertaken at the end of 2024, to determine whether monitoring was still being undertaken in the most relevant locations. Several information sources were fed into the review including those listed above. Areas that may be impacted by future developments were also considered.

Following this review, during 2025, forty-nine existing monitoring sites were retained, seven sites were removed and seven new sites were installed. The sites that were removed are W32/23, W34/19, W38/19, W42, W44/23, W47/22 and W49. The new monitoring sites are W32/25, W34/25, W38/25, W42/25, W44/25, W47/25 and W49/25. A further passive diffusion tube monitoring review was carried out in December 2025. Following this review 54 sites were retained, two sites were removed and two new sites were installed. Sites W27 and W34/25 were removed and sites W27/26 and W34/26 were installed.

It is recognised that there is a need to closely monitor air quality in the borough and utilise all opportunities to improve air quality. A further review will be undertaken in December 2026.

Particulate Matter

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 has implemented new legally binding $PM_{2.5}$ targets, each with an interim target:

- 10µg/m^3 annual mean concentration $PM_{2.5}$ nationwide by 2040, with an interim target of 12µg/m^3 by January 2028.

- 35% reduction in average population exposure by 2040, with an interim target of a 22% reduction by January 2028, both compared to a 2018 baseline. NB this is a single figure for England, calculated using data from all relevant AURN monitoring sites.

The AURN located in Tranmere monitors for background levels of Particulate Matter (PM_{10} and $PM_{2.5}$). The AURN in Birkenhead monitors for roadside levels of Particulate Matter ($PM_{2.5}$).

The Tranmere AURN data for PM_{10} has demonstrated that during 2025, there have been no exceedances of the annual mean PM_{10} objective or PM_{10} daily mean concentrations air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year. There has been a small increase in the annual mean PM_{10} concentrations between 2024 (11.1µg/m^3) and 2025 (11.8µg/m^3). Looking at longer term trends, the Tranmere AURN data for PM_{10} has demonstrated that between 2021 and 2025 Wirral has seen a small increase in annual mean PM_{10} levels from 11.3 to 11.8µg/m^3.

The Tranmere AURN data for $PM_{2.5}$ has demonstrated that during 2025, there have been no exceedances of the annual mean $PM_{2.5}$ objective. Between 2024 and 2025 Wirral has seen a small increase in annual mean concentrations of $PM_{2.5}$ levels from 7.0µg/m^3 to 7.6µg/m^3. The 2025 level of 7.6µg/m^3 is above the current World Health Organisation Air Quality Guideline level of 5µg/m^3 but below both the interim target of 12µg/m^3 (to be achieved by 2028) and the annual Mean Concentration Target 10µg/m^3 (to be achieved by 2040), set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

Looking at longer term trends, the Tranmere AURN data for $PM_{2.5}$ has demonstrated that between 2021 and 2025 Wirral has seen a small increase in annual mean $PM_{2.5}$ levels from 7.0µg/m^3 to 7.6µg/m^3.

The Birkenhead Borough Road AURN was upgraded to monitor $PM_{2.5}$ in December 2024. The $PM_{2.5}$ concentration for 2025 was an annual mean of 8.1µg/m^3. This is above the current World Health Organisation Air Quality Guideline level of 5µg/m^3 but below both the interim target of 12µg/m^3 (to be achieved by 2028) and the annual Mean Concentration Target 10µg/m^3 (to be achieved by 2040), set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

There is no yearly comparable data for $PM_{2.5}$ for the Birkenhead AURN as monitoring only commenced in December 2024.

There were five real-time ‘indicative’ sensors monitoring PM_{10} and $PM_{2.5}$ during 2025. These sensors are in:

- Birkenhead
- Eastham
- Liscard
- Poulton
- Upton

The results from this indicative monitoring show that no exceedances of the annual mean PM_{10} objective were identified, but all five indicative monitors measured levels of $PM_{2.5}$ over the current World Health Organisation Air Quality Guideline level of 5µg/m^3. Two sites (Wallasey Road and Poulton Bridge Road) exceeded the interim target of 12µg/m^3 (to be achieved by 2028) and 4 of the 5 are above the annual Mean Concentration Target 10µg/m^3 (to be achieved by 2040), set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. The highest annual mean figure for $PM_{2.5}$ was

12.7µg/m^3 (Wallasey Road) and the lowest was 7.5µg/m^3 (Ivy Street). It must be noted that these results are indicative only. They are not approved for use by local authorities for compliance monitoring according to TG22, however they can provide indicative air quality data to support our work in reducing air pollution.

Wirral Local Plan

The Wirral Local Plan 2022-2040 was adopted on 31st March 2025. The adopted Local Plan designates eleven Regeneration Areas across the Settlement Areas of the borough. The Regeneration Areas will deliver a significant proportion of planned growth over the plan period. Eight of these Regeneration Areas are in the Birkenhead 2040 Framework area. The three remaining are designated at Liscard, New Brighton and New Ferry.

The Regeneration of Wirral

Wirral Council's comprehensive regeneration vision sets out to deliver more than 17,000 new homes and 6,000 new jobs over the next 20 years. It is based on the Birkenhead 2040 Framework, a 20-year plan which outlines the vision and ambition for the transformational regeneration of Birkenhead. The council has secured substantial government funding in the last few years to transform Birkenhead plus parts of Wallasey and New Ferry through regeneration to support and enhance local communities. The work will support infrastructure improvements and town centre intervention, creating new neighbourhoods and homes and encouraging inward investment and job creation, with the aim of driving up economic growth and delivering improved prospects and prosperity for Wirral residents. Key projects include the docks area in Birkenhead and Wallasey, known as Wirral Waters, the proposed £150 million regeneration of Birkenhead town centre and Hind Street Urban Village.

A series of Masterplans and Neighbourhood Frameworks have been produced and were published for public consultation prior to adoption. They can be viewed via the council's web site at https://www.wirral.gov.uk/business/regeneration/masterplans

Regeneration Projects

The Left Bank

There is a regeneration programme along the Left Bank of the River Mersey stretching from New Brighton to Rock Ferry. This includes projects such as:

- **Hind Street Urban Village**

  This project will see the development of a substantial brownfield site of approximately 12 hectares, with the intention to bring 1,600 new homes to Birkenhead, supporting Wirral Council's 2022-2040 Local Plan. A hybrid planning application has been approved, and the Council has provisionally secured over £52m funding via Homes England and the Liverpool City Region for the site enabling works.

  Wirral Council, Ion and other stakeholders will deliver a low-carbon urban village that will provide a sustainable residential-led neighbourhood, close to both the town centre and the two railway stations.

  The phased development, to span over a decade, will create a new vibrant neighbourhood that will directly connect to and support the resurgence of the town centre. The site enabling works are due to commence later in 2026 and new housing to commence in early 2029.

- **Birkenhead**

  The regeneration of Birkenhead town centre, as Wirral's principal town, involves several catalyst projects within the regeneration programme. This includes:

  - A new commercial district and the provision of approximately 150,000 square metre, high-quality, flagship lettable floorspace in two BREEAM (Building Research Establishment Environmental Assessment Method) rated "good" new offices. The Mallory building is currently best in class in the Northwest and is already having an impact, driving footfall into the town centre and raising the bar when it comes to the standard and quality of design.
  - New public realm and active travel routes.
  - A new Birkenhead Market to help drive footfall into the town centre.

- **Wirral Waters**

  There is significant regeneration being undertaken around the docks area in Birkenhead and Wallasey, known as Wirral Waters. Working with Peel L&P, the Council has made significant progress in bringing forward one of the largest regeneration areas in the UK in this location. New housing is complemented by a new college campus with a focus on construction training, new BREEAM excellent office accommodation, and improved streetscape and active travel routes, which provide for a mixed-use waterfront neighbourhood.

- **Liscard**

  Liscard has secured just under £11m funding via the Local Regeneration Fund public realm to support the delivery of affordable housing on the Seaview Road Car Park site, a property improvement scheme, enhancement of community facilities, and improved public realm.

- **New Ferry**

  A comprehensive regeneration plan is underway in New Ferry following the gas explosion in March 2017, which caused extensive damage to the town centre. The masterplan focuses on residential development across three key central sites.

  Phase one of the regeneration scheme was completed in November 2025 and delivered 34 one- and two-bedroom apartments, all of which are now fully occupied.

  Phase two is currently in progress along Woodhead Street and part of New Chester Road. This phase will provide a further 43 affordable homes, designed with a strong emphasis on sustainability and energy efficiency. Completion is anticipated in autumn 2027.

  In addition, a highway and environmental improvement programme has been approved to enhance the town centre's public realm and pedestrianised areas. This is being delivered in two phases. The first phase, completed in December 2025, included the construction of a new public car park with approximately 54 spaces.

  The second phase is expected to begin later in 2026 and will focus on the pedestrianised section of Bebington Road. Planned improvements include:

  - A high-quality public realm prioritising pedestrians and cyclists
  - Traffic calming measures, including hard landscaping to discourage and slow vehicle speeds
  - New planting and seating to create a welcoming and attractive environment
  - Additional CCTV to help deter anti-social behaviour

By being involved in local planning policy formulation, proposed developments and in the decision-making process on formal planning applications, Environmental Health, along with other colleagues from across the council, can help scrutinise plans to enable them to provide advice on how future developments should help to address the Local Air Quality Management Objectives.

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.

Below is a brief summary of the core actions that have been or are being undertaken, to improve air quality in Wirral.

Smoke Control

The new Smoke Control Order, making the whole of Wirral a Smoke Control Area, came into force on 1st August 2025. The priority action for 2026/27 is to investigate relevant complaints and act where necessary to facilitate the reduction of pollution associated with smoke from domestic wood burning.

Electric Vehicle Charging Infrastructure (EVCI)

The Liverpool City Region Combined Authority (LCRCA) has successfully obtained £9,647,000 Local Electric Vehicle Infrastructure (LEVI) Capital funding to invest into EVCI via a regional contract. The LCRCA is currently undertaking a procurement process to appoint a Charge Point Operator (CPO) for the city region for a period of 15 years. The CPO is expected to be appointed in July 2026.

Development of a policy position for Wirral and working alongside the LCRCA to expand the network will be undertaken once the CPO has been appointed.

An Electric Vehicle Charging Infrastructure steering group has been established to support the delivery of a charging network and pilot approaches such as cross pavement solutions. The policy and conditions for the pilot will be worked up in 2026.

School Streets

Wirral Council has implemented School Streets initiatives that involve closing streets immediately outside school gates at drop-off and pick-up times to most vehicle traffic (there are exemptions for residents, blue badge holders, emergency services etc). Wirral Council's Road Safety Team have delivered six permanent School Street pilots and launched Automatic Number Plate Recognition (ANPR) cameras at 2 schools. The next 3 Schools Streets will be delivered during 2026/27.

Combined Authority Transport Plan Programme (CATP)

In 2022, the City Region Sustainable Transport Settlement (CRSTS) awarded funding to Wirral Council. The Council's total CRSTS CATP budget for 2026/27 is approximately £3.245m, including capital programme carry over from 2025/26. The programme generally has environmental benefits and is aligned with regional and Wirral emission targets and support for active transport, as set out in the Liverpool City Region's Pathway to Net Zero Strategy and the Cool2 Climate Change Strategy for Wirral. Many of the Local Journey and Network Management projects are aimed at improving access to the highway network which will help to support better air quality across the borough and enable a greater number of journeys to be undertaken by sustainable modes, therefore reducing residents' reliance on the private car and reducing carbon emissions. Other projects will improve environmental safety for highway users.

Wirral Council's Green Fleet Strategy

In addition to a range of alternatively fuelled vehicles (e.g.: Mayors Car, E-Cargo Bikes, Electric Gators, Electric Mowers etc) and measures to reduce emissions (e.g.: use of Bio-Diesel, Ad Blue and particulate filters), the Green Fleet Policy was agreed at the Environment, Climate Emergency and Transport Committee in March 2026. The Green Fleet Policy sets out that low or zero emission vehicles will be explored for all new vehicle purchases. This will allow for a transition to alternatively fuelled vehicles while a replacement strategy is being developed.

Management of Local Air Quality

Wirral Council carries out its local air quality management duties by monitoring for pollution, assessing pollution levels and taking action to improve local air quality. We are also currently working in partnership with Liverpool John Moores University to undertake research into indoor air quality.

Air Quality Strategy

Wirral Council has implemented an Air Quality Strategy 2024 – 28, which provides a framework for future action to improve air quality within Wirral. It is consistent with national guidelines and assists the council to achieve its objective of improving the air quality within Wirral to help to better the environment and the health and well-being of all residents and visitors to the area. The strategy also assists the Council in preparedness for the 2040 particulate matter targets, as outlined in the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

This strategy identifies five key areas for action, which are:

- Reduce emissions from transport
- Improve indoor air quality
- Reduce the impact from housing development and regeneration
- Reduce domestic, commercial, industrial and agricultural emissions
- Raise public awareness and encourage behaviour change

The Strategy's implementation plan is driving forward actions to target the five key priority areas.

Wirral Council Air Quality Steering Group and Officer Working Group's

The Wirral Air Quality Steering Group meets quarterly and co-ordinates the Council's obligation to manage air quality and identifies and seeks to resolves any issues arising from delivering the implementation plan for the Air Quality Strategy. The Officer Working Groups also meet quarterly to identify actions for inclusion in the implementation plan, and to monitor progress with identified actions.

Wirral Climate Change Strategy

Climate change has become an even more urgent priority since the latest evidence was presented to the United Nations (UN) by the Intergovernmental Panel on Climate Change. Wirral Council declared an environment and climate emergency in July 2019. The Cool Wirral Climate Strategy 2025–2030 outlines a collaborative, community-driven roadmap to achieve net zero carbon emissions by 2041. Developed by the Cool Wirral Partnership (a coalition of public, private, and third-sector organisations), the strategy builds on previous climate action plans and aligns with national and regional policies. The strategy was introduced in June 2025 and seeks to keep within a local carbon budget, compliant with the United Nations' Paris Agreement and anticipates reaching net-zero carbon emissions in Wirral by 2041. The strategy should provide positive benefits for local air quality, as local objectives are met. The strategy includes an objective for a complete transition to fossil fuel free local travel by around 2041.

The Council's Environment and Climate Emergency Policy and Environment and Climate Emergency Action Plan (ECEAP), set the ambitious target of the council and its entity being 'net zero carbon' by 2030. The air quality action plan, which supports the delivery of Wirral's Air Quality Strategy, delivers on 3 of the 13 Environment and Climate Emergency (ECE) policies:

- Supporting an increase in the use of walking, wheeling, and cycling.
- Working to support an increase in public transport use.
- Securing investment to support the necessary shift to ultra-low carbon vehicles.

Conclusions and Priorities

Wirral has no AQMA's and no exceedances of the national objectives for Nitrogen Dioxide were identified during 2025, at any monitoring location. There are 56 passive monitoring sites that have been in use during 2025. 3 of these sites form a co-location study and for this reason, analysis of these results are not included. Of the 46 sites in place for both 2024 and 2025, 6 sites showed decreased concentrations of Nitrogen Dioxide from 2024 to 2025, and 40 sites showed an increase in concentrations. It is noted that some of these increases and decreases are very small. It should also be noted that the analyst for the Nitrogen Dioxide tubes was changed in 2025. The precision of results for this analyst is classified as good.

The data obtained from the two AURN's located in Wirral shows that there have been no exceedances of the national objectives for Nitrogen Dioxide. The results obtained from 4 of the 5 real-time indicative monitors, where data is available, show that there have been no exceedances of the national objectives for Nitrogen Dioxide (e.g. annual mean and hourly objectives). Data is not available from Arrowe Park Rd, Upton monitor, due to a fault with the monitor.

The AURN data for PM_{10} has demonstrated that there have been no exceedances of the annual mean PM_{10} objective or the PM_{10} daily mean concentrations air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year.

The AURN data for $PM_{2.5}$ has demonstrated that there have been no exceedances of the annual mean $PM_{2.5}$ objective.

The results from this indicative monitoring show that no exceedances of the annual mean PM_{10} objective were identified or the PM_{10} daily mean concentrations air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year. All five indicative monitors measured levels of $PM_{2.5}$ over the current World Health Organisation Air Quality Guideline level of 5µg/m^3. Two sites (Wallasey Road and Poulton Bridge Road) exceeded the interim target of 12µg/m^3 (to be achieved by 2028) and 4 of the 5 are above the annual Mean Concentration Target 10µg/m^3 (to be achieved by 2040), set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. The highest

annual mean figure for $PM_{2.5}$ was 12.7µg/m^3 (Wallasey Road) and the lowest was 7.5µg/m^3 (Ivy Street). It must be noted that these results are indicative only. They are not approved for use by local authorities for compliance monitoring according to TG22, however they can provide indicative air quality data to support our work in reducing air pollution.

The results of approved monitoring methods have not identified any exceedances of the National Objectives, which would require the declaration of an Air Quality Management Area. Organisations including the Royal Society of Physicians, the World Health Organisation and the National Institute for Health and Care Excellence tell us that there are no safe levels of air pollution. The Chief Medical Officer for England, states that Air pollution remains the most important environmental threat to health, with impacts throughout the life course. Global and national exposure threshold target levels are being reduced to reflect these statements. It is therefore recognised that there is a need to closely monitor air quality in the borough and utilise all opportunities to improve air quality.

The Air Quality priorities for the council are as follows:

- To continue to drive forward Wirral's Air Quality Strategy 2024-2028.
- To fully utilise the planning system, in accordance with guidance, to effectively promote air quality.
- To continue to robustly monitor air quality in the borough, to ensure the concentrations are within the National objectives.
- To regularly review air pollution monitoring locations, to reflect the most up to date information e.g. traffic levels and emission sources, to provide a broad understanding of air quality across the borough and meaningful air quality data that can be used as part of the planning application process (e.g. baseline data for air quality impact assessments submitted as part of planning applications).
- To continue to monitor the impact of air quality on the health of Wirral residents, by regularly reviewing the Joint Strategic Needs Assessment Air Quality chapter.
- To continue to work with our partners to encourage and enable increased number of journeys to be undertaken by walking, wheeling, and cycling and to make public transport cleaner and easier to use.
- To continue to deliver our programmes to increase safe active travel and to make public transport cleaner and easier to use.

- To seek opportunities to increase public participation and public engagement to raise awareness of air pollution and inform Wirral's residents how they can help to reduce air pollution and reduce their exposure to it. Particularly seeking opportunities to raise awareness of:
    - Wirral's 'Breathe better' campaign, aimed at informing residents how they can reduce their exposure to air pollution by implementing small changes to their daily life and
    - Wirral's 'You're the key' campaigns, aimed at reducing the number of idling vehicle engines and help improve local air quality.
- To capitalise and support new and changed behaviours e.g. increased numbers of journeys being undertaken by active modes and public transport, which may positively influence better air quality.

The main challenges to achieving these priorities are:

- Challenges with public acceptability of some active travel and public realm projects, noting this is also a national and regional issue and that it can present challenges when developing and designing schemes given there is often very mixed views. To support mitigation of this, Wirral Council is looking to undertake co-design and develop projects with communities, where funding and timescales allows.
- The benefits of active travel networks and electric vehicle networks will only be fully realised once full networks are in place, therefore, initially, usage may be significantly lower than what will be achievable longer term.
- Making the best use of the available resources.

How to get Involved

The council is keen to maintain engagement regarding air pollution and the actions that can be taken to reduce exposure and improve air quality.

The council has engaged with the local communities through the 'Domestic Burning' campaign to deliver an information and awareness campaign to provide residents, particularly those more vulnerable to the health effects of air pollution, with the knowledge to protect themselves from air pollution.

Opportunities to further engage with our local communities through the Public Health 'Community Champions' programme are currently in progress.

The council's website provides information in relation to air quality and signposts local residents to information on air quality, including the main governing legislation. It also provides the latest monitoring results for the borough, in addition to links to further information and data. The Wirral Intelligence Service Joint Strategic Needs Assessment (JSNA) on outdoor air quality provides a summary of key pollutants, the impact on health and priority actions in Wirral. The JSNA was updated in 2022. There is a dedicated Air Quality page on Wirral Health and Wellbeing Knowledge hub, which includes an interactive map of all monitoring locations, with information on the latest monitoring results.

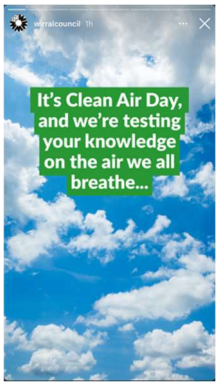
Residents can access 'Breathe better' advice on Wirral Council's website about how they can help reduce their exposure to air pollution by implementing small changes to their daily life. This could include car sharing (e.g. when driving to and from work), walking or cycling rather than driving, particularly for short journeys and reducing vehicle emissions by not letting vehicle engines idle (i.e. switching off a vehicle engine when it is stationary / parked). Residents can contact the council directly for further information on air quality.

Residents can obtain further information on air pollution from websites such as the Clean Air Hub. They can also join local community groups such as, but not limited to, Wirral Environmental Network.

Clean Air Day 2025 and 2026

For Clean Air Day 2025, the Council used social media to highlight the work that Woodchurch High School has been undertaking, in partnership with Global Action Plan and Wirral Council to raise awareness about air pollution with their pupils and encourage pupils to actively travel to school or use public transport and to reduce traffic levels outside the school. The Council also posted an online Air Quality quiz to help raise public awareness with our residents.

Images from the Clean Air Day Quiz and the Newspaper article



For Clean Air Day 2026, the Council used social media to highlight the projects designed by 8 of our Eco schools, at the annual Climate Challenge Event. The projects aimed to raise awareness of air pollution with parents and carers and to tackle air pollution around their school. The Council also posted an online Air Quality quiz to help raise public awareness with our residents.

Images from the Clean Air Day Quiz and the Newspaper article.

wirralview

Children tackle climate challenge for Clean Air Day 2026

cleanairday.org.uk

Children across Wirral have been raising awareness about the impact of air pollution as the borough marks Clean Air Day 2026.

The children presented their ideas to a judging panel made up of the Mayor of Wirral, Councillor Mary Jordan, representatives from Wirral Fox Rescue charity - whose community engagement team has been working with Wirral Council's Eco Schools Programme - and Victoria Chadderton, climate emergency and clean air officer at Wirral Council.

Heswall Primary was awarded first prize for its project focusing on idling car engines, highlighting the unnecessary pollution caused by vehicles left running outside schools.

Their initiative involved pupils creating home assembly packs, including photographs and resources, to help explain to families the environmental and financial impacts of engine idling.

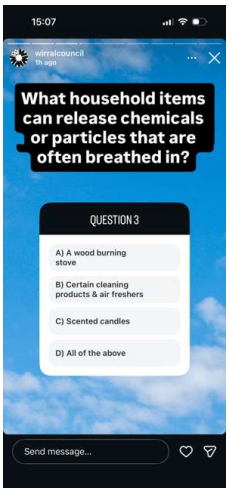
As part of the project, the children will use an air quality monitor to measure pollution levels before and after their campaign, helping to demonstrate the real impact of behaviour change.

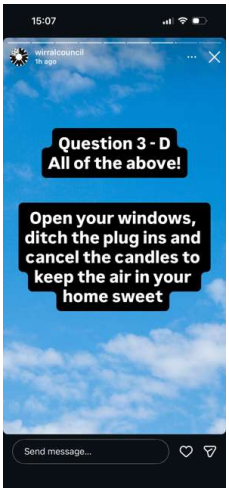
In addition, the school's eco team plans to produce short videos about their work to share on social media and further spread awareness.

Each participating school will receive £250, funded by Wirral Council's Public Health service, to deliver their projects over the next academic year. They will then present their findings and successes at a Clean Air Day 2027 event.

"It was a pleasure to be part of the judging panel for the Cool Climate Challenge."

"Congratulations to Heswall Primary School for being crowned winners and well done to all the children who took part. Every participant showed great innovation and creativity throughout."





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1 Local Air Quality Management

This report provides an overview of air quality in Wirral Council during 2025. 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 Wirral 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.

Wirral Council currently does not have any declared AQMAs. A local Air Quality Strategy is in place to prevent and reduce polluting activities. The Local Air Quality Strategy is available at https://www.wirral.gov.uk/environmental-problems/pollution-control/wirrals-air-quality-strategy-2024-2028

2.2 Progress and Impact of Measures to address Air Quality in Wirral Council

Defra's appraisal of last year's ASR concluded:

The report is well structured, detailed, and provides the information specified in the Guidance. The following comments are designed to help inform future reports:

1. This is a very good ASR containing a lot of detail about measures being undertaken by Wirral Metropolitan Borough Council to address air quality including the measures being undertaken to address $PM_{2.5}$. No further improvements can be recommended.

   Action: None required.

2. It is commended that the Council replied to last year's comments and included the improvements in this year's ASR.

   Action: None required.

3. Trend graphs have been included with comparison to the relevant AQO. This is commended.

   Action: None required.

4. Mention of adherence to the diffusion tube monitoring calendar is commended.

   Action: None required.

5. The inclusion of tables showing the percentage changes in NO_2 concentrations from 2023 to 2024 as well as the changes in concentrations from 2019 to 2024 is welcomed. These tables help to show the trends observed at these monitoring sites clearly.

   Action: None required.

6. Indicative monitoring results were also included in the ASR. This is commended.

   Action: None required.

7. Clear maps showing monitoring locations have been included.

   Action: None required.

8. This ASR has received sign off from the Director of Public health. Although this is not a requirement, it is welcomed.

   Action: None required.

Wirral Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.1. 53 measures are included within Table 2.1, with the type of measure and the progress Wirral Council have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.1.

More detail on these measures can be found in their respective Action Plans or strategies

- City Region Sustainable Transport Settlement (CRSTS) 2022/23 to 2026/27.
- Combined Authority Transport Plan (CATP) programme for 2024/25.
- Cool3 Climate Change Strategy 2025-30.
- Liverpool City Region Road Safety Strategy 2022.
- Wirral Community Safety Strategy 2021- 2026.
- Wirral working together - A Council Plan for 2023 – 2027.
- Places for People Strategy 2023.
- Core Active Travel Network 2024.
- Parking Strategy 2023.
- The Local Plan 2022-2040.
- Electric Vehicle Infrastructure Strategy 2024.

Key completed measures are:

Measure 1. Implementation of Wirral's new 'Whole Borough' Smoke Control Area

The council revoked 26 existing Smoke Control Orders and replaced them with one new Smoke Control Order, that covers the whole of Wirral.

The Tourism, Communities, Culture and Leisure committee considered the one objection that was received regarding the implementation of the new Order, in their meeting on 23 January 2025. It was agreed that the process of implementation could continue.

DEFRA considered the one objection they received regarding the revocation of existing smoke control orders and have confirmed the Revocation Order. This came into effect on 1 August 2025.

The new Smoke Control Order came into effect on 1 August 2025, making the whole borough a Smoke Control Area.

Measure 2. Electric Vehicle Charging Infrastructure (EVCI)

The Liverpool City Region Combined Authority (LCRCA) has successfully obtained £9,647,000 Local Electric Vehicle Infrastructure (LEVI) Capital funding to invest into EVCI via a regional contract.

Wirral Council are working with Local Authorities across the LCR to provide a sustainable electric vehicle charging infrastructure across the Liverpool City Region, which supports residents without access to off-street parking, is easy to use, inclusive and accessible to use.

The funding will be used to leverage private investment and is planned to deliver:

- 230 locations for lighting column chargers <8kW (some could be on-street bollards up to 22kW)
- 176 bays for LEVI funded charge points up to 22kW in public car parks
- 140 spaces in 13 Merseyrail station car parks in Wirral that have potential for a mix of LEVI funded chargers up to 22kW and for the CPO to propose rapid/ultra rapid charging hubs.
- 600-800 standard chargers and 1000-1300 fast chargers within the LCR.

To date in Wirral, there are 53 publicly owned electric vehicle charging points available to the public.

An Electric Vehicle Charging Infrastructure steering group has been established to support the delivery of a charging network and pilot approaches such as cross pavement solutions. Policies to support the EVCI Strategy, in relation to a cross-pavement solutions pilot, were taken to committee in 2025.

Measure 3. School Streets

Wirral Council has implemented School Streets initiatives that involve closing streets immediately outside school gates at drop-off and pick-up times to most vehicle traffic (there are exemptions for residents, blue badge holders, emergency services etc). It aims to create safer and more pleasant environment for everyone around the school by encouraging walking, cycling and scooting or parking further away from the school and walk the last part of the journey and by preventing vehicles from entering specific roads around the vicinity of the school. Wirral Council's Road Safety Team have delivered six

permanent School Street pilots and launched Automatic Number Plate Recognition (ANPR) cameras at 2 schools.

Measure 4. Hybrid Buses and Retro Fitted Emissions Reduction Technology

There are currently 44 hybrid buses in operation in Wirral, which are operated by Arriva. There are also 16 new buses operating from Arriva Wirral from Laird Street, Birkenhead that are euro 6 compliant, and 16 retrofitted buses that have been retrofitted to Euro 6 standard: the most rigorous European standard for emissions. Stagecoach (Rock Ferry) have 26 vehicles manufactured from new to Euro 6 standards and 26 vehicles that have retrofitted to Euro 6 standards.

Measure 5. Bus Franchising

On 6 October 2023, the Liverpool City Region Combined Authority (LCRCA) took the decision to franchise the bus network in the Liverpool City Region, following a large-scale public consultation and an independent audit of the bus franchising assessment. Under a franchised system the LCRCA will specify the routes, timetables, and fares, with bus services operated by private companies following a competitive tendering process. This model gives us the ability to ensure that the bus network better serves our communities and works to afford opportunities for City Region Residents linking them to opportunities and overcoming transport deprivation. It will also enable us to integrate bus and rail services as well as an improved offer for active travel.

Under a franchised network, bus services will be divided into geographical tender rounds inviting operators to run bus services under contract. The first phase will start in St Helens and Wirral, with the new system up and running by September 2026. The whole LCR should be fully franchised by the end of 2027 (a year ahead of the original schedule).

Measure 6. Bus Service Improvement Plan (BSIP) delivery

The Liverpool City Region Bus Service Improvement Plan was updated in June 2024. The Liverpool City Region received £20,850,110 BSIP funding for 2025-26. This is in addition to £12.294m from 2022/23 to 2024/25 to support the delivery of the BSIP and a further £3.1m in September 2023 under their BSIP plus scheme and £8.82m for buses in the LCR for the financial year of 2024/25 because of the reallocation of HS2 funding to local authorities in northern England. BSIP funding in the Liverpool City Region has been used to ensure the stability of the bus network on the run in to bus franchising and has

prevented a number of bus services being withdrawn by commercial operators due to passenger demand.

Measure 7. The Bus Alliance

The LCRCA formed the Bus Alliance in 2016. It is a formal partnership between Merseytravel and the area's two biggest operators, Stagecoach and Arriva. This alliance addressed several challenges and reversed the national trend of falling bus use. The alliance operates the "MyTicket" day ticket, which allowed unlimited day travel across Merseyside for those aged five to eighteen. In addition, half-priced bus travel for those aged 19-24, living in the Liverpool City Region and who are enrolled on an approved apprenticeship with an Education and Skills funding agency.

Measure 8. Park and Ride

Wirral Council, in partnership with Merseytravel, has provided a network of rail based free park and ride schemes at most train stations in Wirral. Further details regarding parking facilities are available by visiting Merseyrail's website.

Measure 9. Wirral Local Plan 2022-2040 Adopted.

The Wirral Local Plan 2022-2040 was adopted on the 31st of March 2025, replaces the Unitary Development Plan and will provide the framework for planning decisions in the Borough for a fifteen-year period. The Local Plan can be viewed via the following link: Wirral Local Plan 2022 to 2040 | wirral.gov.uk

An Air Quality Modelling Study was commissioned to help in the preparation of the final stages for the new Local Plan before submission to the Secretary of State for public examination. This assessment considered nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$) and concluded that there are no predicted exceedances of the relevant national air quality objectives for England at any development allocation receptors, in the future assessment year.

The air quality modelling study made recommendations regarding implementing air quality monitoring in several locations. Based on these recommendations, in 2021, four passive diffusion sites were installed and in 2022, five real-time monitors were installed. It must be noted that these real-time monitors are providing indicative data only, as the technologies used have not been approved by DEFRA, as being equivalent to reference methods of

monitoring. The results obtained will be used to inform future monitoring requirements / actions.

Within the adopted Local Plan there are several policies, Policy WS9 - Strategy for Transport, Policy WD14 - Pollution and Risk, Policy WD23 - Design Details and Policy WM4 - Oil and Gas development which refer directly to air quality, and others such as landscaping (Policy WD1), and carbon emissions reduction (Policy WS8) that are identified as beneficial to local air quality. Air Quality Assessments for proposed developments will be required where appropriate and mitigation measures against any impact on air quality agreed through the planning application process. Air Quality clauses within Local Plan policies are included to adequately address any air quality issues arising from development or neighbouring uses.

Policy WD14 aims to prevent uses which would cause an Air Quality Management Area to be declared and requires development proposals to demonstrate that all practical measures have been taken to minimise pollution levels and mitigate the impacts of the pollution, including exposure to air pollution. Measures within Policy WS9 (Strategy for Transport) to provide a safe, effective and efficient highway network, reduce the need to travel and support active travel to reduce the impact of traffic flows on local communities are intended to benefit air quality.

The Local Plan, along with the Joint Waste Plan for Merseyside & Halton (adopted 18 June 2013) and Neighbourhood Plans for Hoylake and Devonshire Park forms the statutory development plan for Wirral, which is used for determining planning applications in accordance with planning law.

Planning for both residential and industrial developments have a significant impact on air quality. By being involved at the pre-application planning stages of development, Environmental Health Officers along with other colleagues from across the Council can scrutinise plans to ensure that the impact of development on Local Air Quality Management Objectives is considered.

The National Planning Policy Framework (NPPF) also provides guidance to local planning authorities on how to assess the impact of proposed developments.

Paragraph 110 of the NPPF (in relation to Sustainable Transport) states that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.”

The NPPF also states in paragraph 187 that the planning system should “contribute to and enhance the natural and local environment”, it goes on to state under (e) that planning authorities should do this by: “preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability”.

The NPPF also reiterates in paragraph 199 the importance of planning policies and decisions sustaining and contributing towards compliance with the relevant limit values or national objectives for pollutants and the cumulative impacts on air quality from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications.

To assist on the implementation of the NPPF, National Planning Policy Guidance provides additional guidance on how planning can take account of the impact of new development on air quality.

Measure 10. Public Rail Transport Improvements

Fully electric battery-power trains were introduced to the Wirral line in 2023. Using sliding step-technology, and wider aisles, these trains are some of the most accessible and sophisticated trains on the UK rail network. In June 2025 the Liverpool City Region Combined Authority was informed that £1.6 billion of City Region Sustainable Transport Settlement funding has been awarded to the Liverpool City Region for major rail upgrades, a new rapid transit network and infra structure. Part of this funding will be used to upgrade Woodchurch Train Station. The LCRCA are currently in the process of the electrification of Gillmoss bus depot in Liverpool that will enable to the operation of 100 brand new fully electric double deck buses to enter service this year.

Measure 11. Network Management Plan

The network management plan was updated and approved for adoption by Environment, Climate Emergency and Transport committee in September 2024. The plan identifies support for improving air quality by encouraging more people to use public transport to reduce air pollution and congestion and to maximise the use of technology to make journeys easier.

The vision of the Network Management Plan is to encourage:

- More people walking and cycling to become fitter and healthier.
- More people using public transport to reduce air pollution and congestion.
- More people using technology to make journeys easier e.g. journey planning, smart ticketing.
- More people being able to access local centres by bus or by walking and cycling.
- More public transport, cycle facilities and pedestrian facilities provided across the borough.
- Fewer people using their cars, especially for short journeys.
- Fewer road traffic collisions and injuries on our roads.
- Fewer cars on our roads.
- Fewer emissions from cars, buses and lorries; and
- Less congestion and delay.

This will be achieved by the following:

- Residents, businesses and visitors will be engaged through consultations, forums and user groups and we will work in partnership.
- We will use engineering to improve our road networks, to build new cycle routes, improve pedestrian facilities and take advantage of new technology to make it easier to travel efficiently, safely and sustainably.
- People will have greater confidence to change their travel habits and try healthy, environmentally friendly ways of getting around.
- Residents, business and visitors will be enabled to know how to get around and where to find information; and
- Enforcement will be required where people do not comply with the driving laws, or do not consider other road users in their driving or parking habits.

The plan is to be reviewed on a 3-year cycle unless there is a change in legislation and/or advice or guidance from the Department for Transport (DfT). The next review of the plan will be in 2027.

Measure 12. Places for People - Wirral Active Travel Strategy

The Places for People Wirral Active Travel Strategy was approved by Committee in January 2024. The strategy sets out our ambition to put walking, cycling and beautiful places at the heart of our communities, through smarter investment in better active travel

infrastructure to create places where people and communities can flourish. To support the delivery of the strategy, Wirral Council has developed a Core Active Travel Network (CATN), which was approved by Committee in January 2025 and will guide where infrastructure will be delivered and which states how that delivery will be prioritised.

Measure 13. Provision of Active Travel Infrastructure

In Wirral, to date, there are 96.7 miles of cycle lanes of various types. This includes:

- 7.4 miles of segregated cycle lanes on highways*
- 28.8 miles of traffic free cycle routes away from the highway.
- 35.9 miles of signed cycle routes on low-trafficked and low speed roads
- 5.84 miles of on road painted cycle lanes
- 18.57 miles on shared use footways

*on road cycle lanes converted to segregated cycle lanes and addition of Conway St / Europa Blvd

In recent years several new schemes have been installed including segregated routes on Old Chester Road in Rock Ferry/New Ferry and Fender Lane between Bidston and Moreton, which were both installed using DFT Active Travel Funding (Tranche one) scheme. A review of both schemes was undertaken in 2025 and reported to ECET Committee in 2025. The review of both schemes identified some amendments which will be implemented during 2026. The Harrison Drive / Bayswater Rd scheme in New Brighton has also recently been completed in January 2024 supported by DfT Active Travel Fund Tranche 2 as well as the more recently completion in March 2026 of the Duke Street scheme which introduced light segregation of the existing advisory cycle lane and the change to mandatory as well as pedestrian improvements to the Duke Street/Price Street junction.

Two further active travel schemes have recently completed in Birkenhead Town Centre, Conway Street/Europa Boulevard and Grange Road/Charing Cross/Grange Road West. These schemes are both supported by Future High Street Funding and Conway Street is also supported with Active Travel Funding and will provide high quality walking, wheeling and pedestrian and cycle links in the town centre linking to the rail and bus stations as well as the key retail areas.

The LCRCA Local Cycling Walking Infrastructure Plan (LCWIP) which is the overarching implementation plan to support the Local Journeys Strategy. It demonstrates the LCR plan

to build a network of cycling and walking routes with the aim of making it more feasible and desirable for people to walk or cycle journeys instead of using unsustainable modes. The LCRCA have advised that they intend to review this during 2026 in order to update and review in light of the imminent approval of the new Local Transport Plan which reinforced the user hierarchy with pedestrians and cyclists at the top.

The LCRCA LCWIP has been considered in the development of Wirral's CATN. The CATN forms the framework now for investment planning regarding the roll out of active travel schemes in the Borough. One of the major routes, as part of the CATN, is 'Birkenhead to Liscard'. This is a 3.5-mile active travel route which is at outline design stage and underwent public consultation in Autum/Winter 2023. The outcome was reported to committee in July 2024. This scheme is identified as one of the priority schemes to progress, subject to funding during 2027-2032, which is the timescale for Transport for the City Region (TCR) funding. Other schemes included in the current programme which have had some level of engagement or design, include Birkenhead Rd, Price Street and Arrowe Park Rd, as well as major scheme such as Dock Branch Park as part of the Borough Yard Regeneration Scheme. We are currently working with the LCRCA as part of their Gateway Process re the delivery of the Core Active Travel Network programme.

Measure 14. Wirral Active Travel Forum

The Wirral Active Travel Forum is a formally constituted group, which meets quarterly with interested public and private organisations, and individuals. The group supports active travel as a simple, low cost and effective way for people to access life opportunities, whilst increasing levels of physical activity in their day-to-day life. Membership of this group is open to all, and the forum will continue to be engaged as these programmes develop.

Measure 15. Support Schools to increase levels of sustainable travel and increase road safety. Modeshift STARS.

Modeshift STARS is a nationally accredited initiative, supported by the Department of Transport. The STARS Education scheme recognises schools and other educational establishments that have shown excellence in supporting cycling, walking and other forms of sustainable and active travel. The Junior Travel Ambassador (Active Travel Ambassador in Secondary Schools) initiative runs concurrently in these schools by elected pupils to take the message of safe, active and sustainable transport to their peers.

Surveying the school community helps us to understand the barriers to safe active travel and an action plan to address the issues is implemented through capital measures, active travel weeks, park and stride sites as a few of the potential solutions.

Two Active Travel Officers have been employed utilising external grant funding provided via the Liverpool City Region to work with schools delivering the School Street initiative and Modeshift. This aims to reduce cars travelling in and around school locations to reduce emissions and air pollution. Schools who have achieved Modeshift currently include 11 at approved status (green), 10 at Bronze, 5 at Silver, 2 at Gold and 1 Platinum. March submissions also include 2 more Platinum Schools. A number of Modeshift schools have taken part in new initiative including Active Travel Inspections and Anti-Idling Campaigns.
The Road Safety Team further address barriers to safe active travel by targeting capital funding to resolve the issues raised by local and school communities e.g. improved crossing points and facilities.

Measure 16. Support Schools to increase levels of sustainable travel and increase road safety. Living Streets "WOW" walk to school project.

The Walk to School Outreach (WTSO) project is delivered by Living Streets in partnership with council partners across England. The project works to enable children and their families to walk to school, by supporting schools both to tackle barriers to walking and take part in the WOW walk to school challenge.

This initiative is delivered across the Liverpool City Region. Wirral have the highest proportion of schools engaged, as it is promoted heavily through the road safety team.

WOW in Wirral is encouraging more children and families to think about how they travel, reducing congestion outside school gates, increasing walking rates and instilling healthy habits. The aim is to achieve modal shift to 'walk all the way' journeys with the participating schools through WOW, the walk to school challenge.

Pupils self-report how they get to school every day using the interactive Travel Tracker. If they travel sustainably at least one day a week for a month, they get rewarded with a collectable WOW badge. Thirty-four schools in Wirral participated in WOW in 2025 - 2026 and had support from a dedicated Living Streets coordinator to guide them through set up, launch and continued engagement.

Further information on support for schools and families please is available by visiting the following website www.LivingStreets.org.uk.

Measure 17. National Standards Cycle Training for Schools

The Council's Road Safety Team support schools with safe sustainable travel and active travel initiatives. Cycle Training is offered to all Wirral Schools. Bikeability level one and two combined sessions, are aimed at year five and six pupils and are provided by the Bikeability provider selected by the Liverpool City Region (LCR). The road safety team actively advertise and signpost these sessions to all Wirral schools by several means, including the use of a school road safety newsletter. There is also "Learn to Ride" sessions which are for early primary school ages, and "Own the Ride" sessions for late secondary/6th form, also run by Bike Right and funded by LCR. These provisions promote safe active travel for pupils on the journey to and from school. Wirral Council have a high proportion of schools taking up the offer of free training, as this is a key element of the road safety and active travel programme.

Measure 18. Develop the Road Safety Plan, to Improve Road Safety and Help Encourage Active Travel

A Wirral Road Safety Plan has been developed, which sits under the Liverpool City Region Road Safety Strategy and aims to develop and deliver further improvements to road safety in Wirral, creating safer and vibrant communities so more people choose to walk and cycle. Safe Systems approach is utilised considering Safe Vehicles, Safe Speeds, Safe Streets and Safe Behaviours as the core components. The Road Safety Plan sets out the Council's engagement for all road users and details the full programme for delivery. Examples of some of the projects that are running include Senior Road User initiatives, empowerment and support for children in local issues that affect their community, Park and Stride, Active Travel Week, and educational activities within schools.

Measure 19. Increase Alternatively fuelled vehicle usage in Wirral Council Fleet

A range of alternatively fuelled vehicles (e.g.: Mayors Car, E-Cargo Bikes, Electric Gators, Electric Mowers etc) and measures to reduce emissions (e.g.: use of Bio-Diesel, Ad Blue and particulate filters) are in use in the Council.

Measure 20. Hydro-treated Vegetable Oil (HVO) Powered Vehicles Used by Biffa

Biffa are contractors for the Council, providing waste collection services. Biffa use a total of thirty-four refuse collection vehicles in Wirral, all of which all are Euro 6 specification (the most rigorous European Standard for emissions). During 2023-24 Biffa completed a successful HVO trial using three of their vehicles. Following the success of this trial, HVO use will be expanded. From July 2026, 15 food waste vehicles will commence using HVO and it is hoped that this will be further expanded to include other service vehicles e.g.; garden waste and street sweeping vehicles.

Measure 21. Wirral Council's Green Fleet Strategy

A Green Fleet Policy was agreed by the ECET Committee in March 2026. The Green Fleet Policy sets out that low or zero emission vehicles will be explored for all new vehicle purchases. This will allow for a transition to alternatively fuelled vehicles while a replacement strategy is being developed. As the ECET Committee was advised a Business Case is currently being developed to investigate and recommend the future approach to Fleet Renewal. Once in place new vehicles, will be procured in a phased approach, allowing for the Fleet to transition to Low or Zero Emission vehicles.

Measure 22. Permitted Processes

Environmental Health and the Environment Agency (EA) play a significant role in controlling point sources of pollution nationally. Certain industrial processes whose activities emit pollutants into the environment are required to operate under an Environment Permit. Under the Environmental Permitting (England and Wales) Regulations 2016, Wirral Council's Environmental Health team has issued and monitors 47 permits for industrial activities across the borough. These span over 9 different sectors: storage terminals, cement and lime, other minerals, combustion and incineration, tar and bitumen, coating, animal and plant treatment, petroleum and solvents sector. Environmental Health and the EA ensure that the operators of the permitted processes carry out their undertakings in accordance with the conditions as described in their Environmental Permit. This includes permitted levels of certain pollutants.

Environmental Health will continue to review current permits in-line with new DEFRA process 'BAT' and guidance notes as and when they are produced, which in 2026 will include Landican crematorium following the publishing of new sector guidance.

When an application for a new or revised permit is received, Environmental Health will assess the application taking into account the type and scale of activity, the potential pollutants involved and local factors such as the proximity and type of neighbouring properties. Conditions will be drafted, bespoke to each installation to ensure that the operator does not breach emission limits or cause a nuisance to neighbouring properties.

Measure 23. Highway Maintenance

There has been additional investment in Wirral Council's annual highways structural maintenance programme during 2025 / 2026.

Hot Rolled Asphalt (HRA) was used to treat and repair 34 of the busiest roads in the borough because it is the most durable surface treatment available to LA's and can last up to 20 years.

Over 100 roads received surface dressing treatment, which in Wirral is augmented by a further Lock Chip treatment that is designed to lock the chipping into the road surface to prevent water damage to the treated surface.

90 roads received micro surfacing treatment, which is mostly used on local roads and is laid over the existing surface to restore some profile and extend the surface life. This usually lasts for 10 plus years.

Over 60 sites received other forms of surface treatment.

Measure 24. Parking Enforcement

The Council's Civil Enforcement Officers and CCTV vehicle are responsible for enforcing illegal parking. Council-operated ANPR systems are used to enforce moving traffic contraventions, while Merseyside Police address dangerous parking, particularly in the vicinity of schools. The police also support safe and active travel education initiatives.

Measure 25. School Crossing Patrols

The School Crossing Patrol Service enables families to walk, cycle and scoot to and from school. Wirral Council manages close to 50 crossing patrol sites.

Measure 26. Anti-idling Actions

- **Wirral Council Anti-Idling Policy**
  Wirral Council's 'in house' anti-idling policy was refreshed and relaunched in 2025. This policy aims to protect air quality in Wirral by reducing the environmental impact

of the Council's Day to day use of required vehicles, by asking staff to turn off their engines when their vehicle is parked (exemptions apply e.g. when the engine is required to operate machinery etc.

- **'Be the Key' Public Information Campaign**
  Wirral's 'Be the Key' anti-idling campaign was relaunched on the Councils website during 2024, to help raise public awareness regarding turning off their engines when parked, to reduce air pollution.

  90 engagements with drivers regarding idling engines, were undertaken by the Councils' Civil Enforcement Officers traffic wardens between 1st April 2025 and 31st March 2026. To further support the 'Be the Key' campaign, the Environmental Enforcement team commenced issuing advice leaflets regarding idling late 2025.

- **Engagement with Taxi Drivers**

  Information regarding idling engines and the link to increased air pollution and the impacts this can have on their health and the health of those around them was included in a newsletter, sent out to all taxi and private hire licence holders in Wirral, in December 2024 and repeated in December 2025.

Measure 27. Mersey Ferries

Work began on the renovation of Woodside Ferry terminal in November 2024. Work on the new landing stage and pontoon at Woodside is completed. The final fit out will now be completed which includes a modern waiting room to boost the passenger experience. Seacombe Ferry Terminal was previously upgraded and reopened in 2022. The new greener and energy efficient ferry that has been ordered by the LCRCA is due to be launched in summer 2026.

Measure 28. Burning waste on Allotments

A consultation on reducing the period in which burning is allowed on allotments commenced in 2024 and was completed in January 2025. After consideration of the feedback, the decision was made that, with effect from 1st June 2025, burning will now only be permitted between October – February, annually. This will have a positive impact on the release of pollutants, including particulate matter, from allotments.

All allotment holders have been sent communications to advise them of this new policy change and communications will continue, to encourage compliance with this new policy.

The first year of implementation has been highly successful, with full compliance from all allotment tenants and no significant issues reported. Adherence to the new arrangements has demonstrated that the reduced burning period is both practical and manageable for tenants. Feedback received from allotment holders has been overwhelmingly positive, with many recognising the environmental and community benefits of the change.

Measure 29. Indoor Air Quality. Wirral Healthy Homes Damp and Mould Project

Wirral estimated that it had approximately 2,700 privately rented properties, of which 10% could have damp and mould levels that were likely to have a significant impact on health. Work has continued in the 8 areas where a higher prevalence of cold damp homes, together with higher incidents of respiratory illness and increased hospital admissions have been identified.

Public Health funding and, a smaller continuation of, Ministry of Housing Communities and Local Government (MHCLG) funding to enable continuation of the pilot into 2025, has supported Wirral Council to respond to damp and mould complaints. The Healthy Homes team have undertaken door knocking, to proactively identify issues, in the 8 identified areas and have applied enforcement tools to address damp and mould in homes. These two funding opportunities have enabled the Council to:

- Organise and provide Landlord e-learning, via the National Residential Landlord Association, about understanding and tackling Damp and Mould in March 2025.
- Attend meetings with partner agencies and Council teams to continue to raise awareness of the project.
- Make 1195 contacts with households (in Damp &Mould focus areas, Selective Licensing areas and across the borough) through visits, door knocking exercises and incoming reports of damp and mould. Just under a fifth of these households had children under the age of 5 (considered under the HHRSR to be the most vulnerable group) and just over 25% were occupied by adults of pensionable age.
- Identify 295 instances of damp and mould and remove two-thirds of identified damp hazards.
- Identify 91 instances of excess cold, with 56 of these excess cold cases have been removed.
- Provide 460 households with information and support around condensation damp and mould, in cases where condensation mould was visible and provided to households for prevention of damp and mould

- Refer 186 households to Energy Projects Plus for support to improve the thermal quality of their homes to tackle factors contributing to condensation mould growth.
- Refer 44 residents to receive help from the Council's Heating and Renovation Grant for assistance with damp, mould and excess cold.

Of the households that were being negatively affected by the damp conditions, 228 households have identified as having long term respiratory conditions and 87 households have highlighted cardiac conditions to the team.

Measure 30. Ensure Air Quality is Considered in Domestic Retrofit Strategy

Wirral Council has undertaken work on home retrofits and energy efficiency during 2024 to improve home energy efficiency and heat retention, reducing use of fossil fuels and improving indoor air quality in the home, as the result of improvement works. The Council's support for home retrofit works includes support for ventilation improvements that reduce hazards such as damp and mould. In the Council's upcoming campaign for energy efficiency, improvements to home air quality will be highlighted to raise public awareness.

Measure 31. Provide Home Energy Efficiency Advice

Wirral Council supports the delivery of the Warm Homes programme by Energy Projects Plus, procured in October 2025 for a three-year period. The service provides free, impartial energy advice and support to residents, helping them to reduce energy use, lower bills and improve the warmth and comfort of their homes through a range of accessible services. The programme targets households in fuel poverty and those most vulnerable to the health impacts of cold homes, supporting access to energy efficiency improvements and cleaner heating solutions where appropriate. By improving home conditions, including reducing damp and mould, and lowering emissions from inefficient heating, the programme also contributes to better indoor and outdoor air quality. This integrated approach supports improved health outcomes and more sustainable, affordable homes across the borough.

Measure 32. Project to Reduce Particulate Emissions from Domestic Burning

Wirral Council obtained funding from DEFRA in 2023, to support a project to improve air quality by reducing particulate emissions from domestic burning at source, targeted mainly at wood burning stoves but also considering other domestic burning. This project enabled

Wirral to work towards meeting the targets for $PM_{2.5}$ set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

The project aimed to reduce emissions of particulate matter at source, through a variety of initiatives and interventions aimed at suppliers and installers of solid fuel appliances, maintenance professionals, solid fuel, wood and biomass suppliers, households, and allotment holders.

Campaigns launched in November 2023 and September 2024 focused solely on domestic burning and encouraging best burning practices with three key messages:

1. Use dry, seasoned wood
2. Burn less
3. Stay on top of general maintenance including getting your chimney swept at least once a year and have a working carbon monoxide monitor.

A further campaign In March 2024, launched with four key messages:

1. At home, only burn when necessary, use non-toxic cleaning products and keep your home well ventilated.
2. Where you can, avoid peak traffic times and walk along quieter routes, away from the kerb.
3. When stationary in your car, turn your engine off, if safe to do so. Everyone is affected by idling engine fumes.
4. Where you can, walk, wheel, or take public transport as an alternative to driving.

A final evaluation survey was conducted November – December 2024, of which there were 234 respondents.

- 35% recalled seeing a campaign about air pollution or domestic burning, the majority recalled seeing information on social media.
- In total, all campaigns combined generated over 4 million impressions and 36,657 website clicks.
- 64% of respondents reported no change in burning behaviour, with many saying they already felt that they adhered to best burning practice. This is in line with 50% saying that they already follow best burning practice.
- Of those who said they had changed their behaviours, 12% said they now use drier, seasoned wood and 7% reported burning less. This is a positive step to achieving long-term behaviour change.

The Council continues to use opportunities, such as the annual Global Action Plan Clean Air Night campaign, to raise awareness of this campaigns contents to help raise public awareness and encourage behaviour change.

Measure 33. Air Quality Training for Primary Care

In collaboration with the Cheshire and Merseyside Integrated Care Board, during 2024, information regarding training opportunities was disseminated to primary health care partners in Wirral, and across the Cheshire and Merseyside, to raise awareness and facilitate tailored advice to patients.

Measure 34. Air Quality Information Web Page and Public Facing Air Pollution Map

Wirral Council has developed and launched a designated “Air Quality” page on Wirral Intelligence Service site, to raise public awareness regarding air quality. The Council has also developed and will continue to update, a public facing 'air pollution' map of Wirral. This maps diffusion tube monitor sites and the most recent results for levels of nitrogen dioxide and comparing the results to National objective / World Health Organisation guideline levels.

Measure 35. Wirral Climate Change Strategy

Climate change has become an even more urgent priority since the latest evidence was presented to the United Nations (UN) by the Intergovernmental Panel on Climate Change. Wirral Council declared an environment and climate emergency in July 2019. The Cool Wirral Climate Strategy 2025–2030 outlines a collaborative, community-driven roadmap to achieve net zero carbon emissions by 2041. Developed by the Cool Wirral Partnership (a coalition of public, private, and third-sector organisations), the strategy builds on previous climate action plans and aligns with national and regional policies. The strategy was introduced in June 2025 and seeks to keep within a local carbon budget, compliant with the United Nations’ Paris Agreement and anticipates reaching net-zero carbon emissions in Wirral by 2041. The strategy should provide positive benefits for local air quality, as local objectives are met. The strategy includes an objective for a complete transition to fossil fuel free local travel by around 2041.

The Council’s Environment and Climate Emergency Policy and Environment and Climate Emergency Action Plan (ECEAP), set the ambitious target of the council and its entity being ‘net zero carbon’ by 2030. The air quality action plan, which supports the delivery of

Wirral's Air Quality Strategy, delivers on 3 of the 13 Environment and Climate Emergency (ECE) policies:

- Supporting an increase in the use of walking, wheeling, and cycling.
- Working to support an increase in public transport use.
- Securing investment to support the necessary shift to ultra-low carbon vehicles.

Measure 36. Public Awareness

Wirral Council has developed and launched a training course on air quality and air pollution on their internal training portal, to help raise awareness amongst their employees.

Measure 37. Air Quality Monitoring

Wirral Council continues to monitor air quality in Wirral, to identify any possible exceedance of the national air quality objectives and to continue to contribute to the wider regional air quality improvements, through co-operation with Liverpool City Region.

A monitoring location review was undertaken at the end of 2024, and 2025, to assess whether monitoring was still being undertaken in the most relevant locations.

Measure 38. Regional Air Quality Meetings

Wirral Council Chairs the Liverpool City Region and Cheshire Air Quality Group (AQTECH), which considers relevant local and regional matters relating to air quality. This group meets once every three months to share best practice, knowledge and legislation updates.

Measure 39. Wirral Council Air Quality Steering Group

The Wirral Air Quality Steering Group meets quarterly and co-ordinate the Council's obligation to manage air quality and identifies and seeks to resolves any issues arising from delivering the implementation plan for the Air Quality Strategy.

Measure 40. Air Quality Implementation Plan Working Groups

Five working groups are in place to drive forward the implementation plan. These groups meet quarterly to ensure that actions outlined in the plan are being progressed and completed and to identify any issues that may impact progress.

Measure 41. Taxi Licensing

A vehicle presented for the grant of a **Hackney Carriage Vehicle** Licence with Wirral Council must have been compliant with Euro 5 emission standards at the date of first registration.

A Hackney Carriage Vehicle that is 11 years of age or more from the date of first registration will be subject to a licence of no more than 6 months and will therefore be required to pass an MOT and Compliance test every 6 months.

A vehicle presented for the grant of a **Private Hire Vehicle** Licence with Wirral Council must have been compliant with Euro 6 emission standards at the date of first registration.

A Private Hire Vehicle that is 8 years of age or more from the date of first registration will be subject to a licence of no more than 6 months and will therefore be required to pass an MOT and Compliance test every 6 months.

Measure 42. Building Control

- Ventilation is a key consideration in maintaining the quality of indoor air. Wirral Council's Building control section continued in their statutory function of assessing new dwellings in relation to the provision of adequate rapid, background and mechanical ventilation to help ensure that the development complies with the requirements of the Building Regulation 2010: Approved Document Part F and assessing new dwellings in relation to the control of overheating of internal spaces to help ensure that the development complies with the requirements of the Building Regulation 2010: Approved Document Part L. They assessed 100% of relevant applications.
- In England and Wales installation work regarding domestic solid fuel, wood and biomass and the associated systems for heating are subject to building control. Where work is carried out by HETAS registered installer, they can self-certificate their work via HETAS rather than the customer applying for a building notice via Wirral Council Building Control. Wirral Councils Building Control received 773 notifications from HETAS of Solid Fuel burning appliances installed in Wirral during the period 2025-26. This is in comparison to 724 from 2024-25.

Measure 43. Engage with Wirral's farming community regarding potential ammonia emissions

During 2025, the Council engaged with farmers to encourage tenant and other farmers to reduce ammonia emissions by following the Code of Good Agricultural Practice for Reducing Ammonia Emissions.

Measure 44. Seek opportunities to work with schools to raise awareness about air pollution, increase active travel and reduce idling engines outside schools.

The Air Quality and Climate Emergency Team, in collaboration with the Public Health and Road Safety teams, will seek opportunities to raise awareness about air pollution, with schools in Wirral and will seek opportunities to discuss the impact of idling vehicles on air pollution outside schools and the simple actions that can be taken to reduce these impacts. During 2025/26 a pilot project was launched with 3 'Silver' status Modeshift schools, teaching them about the impact that idling engines has on air pollution around their schools, and challenging them to undertake monitoring for idling and then creating a video to educate their peers, parents and carers to encourage them to switch off their engines when parked. The submitted videos will be judged and an award for the wining video will be presented at the Modeshift awards event later in October 2026.

Measure 45. Decarbonisation of Wirral Council Buildings

Wirral Council secured £15.945m in funding using the Public Service Decarbonisation Scheme (PSDS) Phases 3c and 4 to transition Council buildings away from fossil fuels. PSDS Phase 3c work on Wirral Country Park and the Landican Buildings is nearing completion. PSDS Phase 4 contractors are currently developing the RIBA stage 4 designs. It is anticipated that all PSDS Phase 4 work will be complete by the end of 2027/28.

Measure 46. Community Led Bonfire and Firework Event Policy.

In June 2025, the Tourism, Communities, Culture and Leisure Committee approved adoption of the Community Led Bonfire and Firework Event Policy. This policy supports the Council to proactively take steps to address increasing size and scale of bonfire builds at unauthorised and unregulated community led bonfire and firework events, which have previously raised significant concerns around public safety, anti-social behaviour and environmental impact.

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

Measure 1. 'Whole Borough Smoke Control Area.

The new Smoke Control Order, making the whole of Wirral a Smoke Control Area, came into force on 1st August 2025. The priority action for 2026/27 is to investigate relevant complaints and act where necessary to facilitate the reduction of pollution associated with smoke from domestic wood burning.

Measure 2. Electric Vehicle Charging Infrastructure (EVCI)

The Liverpool City Region Combined Authority (LCRCA) has successfully obtained £9,647,000 Local Electric Vehicle Infrastructure (LEVI) Capital funding to invest into EVCI via a regional contract. The LCRCA is currently undertaking a procurement process to appoint a Charge Point Operator (CPO) for the city region for a period of 15 years, the CPO is expected to be appointed in July 2026.

Development of a policy position for Wirral and working alongside the LCRCA to expand the network will be undertaken once the CPO has been appointed.

An Electric Vehicle Charging Infrastructure steering group was established to support the delivery of a charging network and pilot approaches such as cross pavement solutions. The policy and conditions for the pilot will be worked up in 2026.

Measure 3. School Streets

Wirral Council has implemented School Streets initiatives that involve closing streets immediately outside school gates at drop-off and pick-up times to most vehicle traffic (there are exemptions for residents, blue badge holders, emergency services etc). Wirral Council's Road Safety Team have delivered six permanent School Street pilots and launched Automatic Number Plate Recognition (ANPR) cameras at 2 schools. The next 3 Schools Streets will be delivered during 2026/27.

Measure 47. Combined Authority Local Transport Plan

The LCRCA is currently developing the Local Transport Plan (LTP) 4 is currently at an advanced stage of preparation but has not yet been formally adopted. A final draft of the plan, covering the period to 2040, has been produced following several rounds of stakeholder and public consultation.

The Council will develop a Transport Delivery Strategy, which sets out how transport, movement and connectivity will play a key role in supporting Wirral's future to support the delivery of the wider Regeneration Framework, once this framework is completed. The transport delivery strategy will focus on facilitating active travel and public transport and ensuring that we are working towards creating a sustainable and inclusive borough which supports our residents to have access to opportunities and to live healthy lives.

Measure 48. Combined Authority Transport Plan Programme (CATP)

In 2022, the City Region Sustainable Transport Settlement (CRSTS) awarded funding to Wirral Council. The CRSTS CATP grant funding allocation to Wirral Council for 2026/27, which is £1.915m. The Council's total CRSTS CATP budget for 2026/27 is approximately £3.245m, including for capital programme carry over from 2025/26. The programme generally has environmental benefits and is aligned with regional and Wirral emission targets and support for active transport, as set out in the Liverpool City Region's Pathway to Net Zero Strategy and the Cool2 Climate Change Strategy for Wirral. Many of the Local Journey and Network Management projects are aimed at improving access to the highway network which will help to support better air quality across the borough and enable a greater number of journeys to be undertaken by sustainable modes, therefore reducing residents' reliance on the private car and reducing carbon emissions. Other projects will improve environmental safety for highway users.

Increasing cycling and walking will help combat climate change. Harmful emissions can be reduced, by encouraging and enabling people to travel more on foot and by cycle, instead of by private car. Promoting active travel can result in reduced emissions of Nitrogen Dioxide (NO_2), particulate matter (PM) and Carbon Dioxide (CO_2), helping to tackle climate change and improve air quality.

Several projects are currently in the planning stage, with statutory consultations to be reported to Environment Climate Emergency and Transport committee during 2026.

Projects include:

- Local Safety Schemes (Speed Reduction)
- Safer Routes to School / School Streets
- A new footpath as part of the Bebington Liveable Neighbourhood Project
- Network Traffic Management / Speed Limit Review
- Pedestrian Access Improvements

- Introduction of pedestrian facilities at signal junctions
- Controlled pedestrian crossing facilities focusing on key strategic routes to employment, healthcare, shopping areas, etc and active travel routes.

Measure 49. Delivery of Active Travel Schemes within Birkenhead Town Centres

These schemes include the active travel and public realm schemes currently on-site at Conway Street, Europa Boulevard, Grange Road and Charing Cross, as well as major public realm and infrastructure works at Birkenhead Waterfront, Argyle Street, Hamilton Square and Hamilton Street. These schemes all form part of the Core Active Travel Network.

Measure 50. Planning Guidance

The Council will consider the need to develop planning guidance focused on:

- best practice planning and design for air quality to be kept updated with local, regional, and national changes in guidance and legislation.
- best practice relating to Health Impact Assessments (HIA) such that HIAs submitted with applicable planning applications consider air quality where appropriate. A draft HIA guidance note is in preparation.

Measure 51. Road safety - Support the Roll Out of 20 mph limits

Wirral Council has supported the roll out of 20mph Limits in Wirral with supporting education and communication plans, to reduce vehicle speeds and make the environment happier and healthier for people to choose sustainable modes of travel.

The introduction of 20mph speed limits is most beneficial in residential, shopping and school areas and therefore roads have been selected based on the type of area as well as collision data.

All phases of the 20mph limits project are now complete and each phase is evaluated 1 year after implementation date as part of our ongoing review.

The evaluation of the 20mph schemes delivered in Phase 1 of the programme highlighted the following key facts:

- An overall reduction of 2.9mph in average speed across all schemes after year 1.
- A 12% reduction in road traffic collisions.
- A 23% reduction in KSI road traffic collisions.
- An 8% reduction in Slight injured road traffic collisions.

- A total of 28% less vehicles travelling above 25mph (based on traffic daily flow).
- A total of 51% less vehicles travelling above 30mph (based on traffic daily flow).
- A total of 64% more vehicles travelling below 20mph (based on traffic daily flow).
- No scheme areas where speed has increased on 20mph roads.
- All scheme areas where speed has decreased on 20mph roads.
- A cost saving to the community in road traffic collisions of £1.2m (based on the DfTs current average cost of a road traffic collision).
- Very few complaints from residents since the 20mph speed limits were introduced. Several residents also requested extensions to the 20mph speed limits in their respective areas.

A speed limit review will be undertaken of the existing speed limits on our A, B and strategic C classified roads within the borough and any appropriate changes will be implemented over a two-year period in 2025/26 and 2026/27.

Measure 52. Non-Road Mobile Machinery

The Council will investigate opportunities for incorporating NRMM emissions standards in contracts for construction. Stage V represents the highest emissions standard currently applicable to non-road mobile machinery (NRMM). A review of equipment used across several demolition and road repair activities was undertaken, which found that most of the machinery in operation meets either Stage V or Stage IV emissions standards.

Measure 53. Town Centre and Council Workplace and Residential Travel Planning

As part of the planning process for the development of the town centre, workplace and residential travel plans will be required, including on behalf of the council for the new 'Mallory' Council building, to ensure the Council leads by example and encourage and enable a transition to more sustainable modes of travel where possible, to reduce reliance on cars, and single car occupancy use. A framework travel plan was produced for the Council as it moved into Mallory Building, Birkenhead in 2024. During 2026 a staff travel survey was undertaken to support the delivery and roll out of the travel plan.

Measure 54. Environmental Health Advice on Planning Applications

Environmental Health provide advice on planning applications to help limit any adverse effect on air quality from proposed developments.

The Air Quality priorities for the council are as follows:

- To continue to drive forward Wirral's Air Quality Strategy 2024-2028.
- To fully utilise the planning system, in accordance with guidance, to effectively promote air quality.
- To continue to robustly monitor air quality in the borough, to ensure the concentrations are within the National objectives.
- To regularly review air pollution monitoring locations, to reflect the most up to date information e.g. traffic levels and emission sources, to provide a broad understanding of air quality across the borough and meaningful air quality data that can be used as part of the planning application process (e.g. baseline data for air quality impact assessments submitted as part of planning applications).
- To continue to monitor the impact of air quality on the health of Wirral residents, by regularly reviewing the Joint Strategic Needs Assessment Air Quality chapter.
- To continue to work with our partners to encourage and enable increased number of journeys to be undertaken by walking, wheeling, and cycling and to make public transport cleaner and easier to use.
- To continue to deliver our programmes to increase safe active travel and to make public transport cleaner and easier to use.
- To seek opportunities to increase public participation and public engagement to raise awareness of air pollution and inform Wirral's residents how they can help to reduce air pollution and reduce their exposure to it. Particularly seeking opportunities to raise awareness of:
    - Wirral's 'Breathe better' campaign, aimed at informing residents how they can reduce their exposure to air pollution by implementing small changes to their daily life and
    - Wirral's 'You're the key' campaigns, aimed at reducing the number of idling vehicle engines and help improve local air quality.
- To capitalise and support new and changed behaviours e.g. increased numbers of journeys being undertaken by active modes and public transport, which may positively influence better air quality.

Wirral Council worked to implement these measures in partnership with the following stakeholders during 2025:

- Liverpool City Region Combined Authority.
- Members of the Health and Wellbeing Board, including Wirral Community Health and Care NHS Foundation Trust, Wirral University Teaching Hospital, Healthwatch Wirral, Community Action Wirral, Wirral CCG, Clatterbridge Cancer Centre NHS Foundation Trust, Jobcentre plus, Merseyside Fire and Rescue.
- Cheshire East and Cheshire West Councils.
- Sustrans.
- Living Streets.
- Biffa.
- Merseytravel.
- Green Bus Fund.
- Merseyside Police.
- Hitch.

The principal challenges and barriers to implementation that Wirral Council anticipates facing are:

- Challenges with public acceptability of some active travel and public realm projects, noting this is also a national and regional issue and that it can present challenges when developing and designing schemes given there is often very mixed views. To support mitigation of this, Wirral Council is looking to undertake co-design and develop projects with communities, where funding and timescales allows.
- The benefits of active travel networks and electric vehicle networks will only be fully realised once full networks are in place, therefore, initially, usage may be significantly lower than what will be achievable longer term.
- Making the best use of the available resources.

Table 2.1 – 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	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	Implementation of a new borough-wide Smoke Control Area on 1st August 2025	Other	Other		2025	Wirral Council	Wirral Council	Not Funded		Implementation			The council is revoked 26 existing Smoke Control Orders and replaced them with one new Smoke Control Order, that covers the whole of Wirral. The objection regarding the implementation of the new Order and the revocation of the old orders were considered. The new Smoke Control Order came into effect on 1 August 2025, making the whole borough a Smoke Control Area. Focus will now be on to investigate relevant complaints and act where necessary to facilitate the reduction of pollution associated with smoke from domestic wood burning.	
2	Improving the electric vehicle charging infrastructure across Wirral by installing an additional 546 chargers by 2027	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	N/A	2027	Wirral Council & Liverpool City Region		Funded		Planning	Reduced vehicle emissions	Number of charge points installed annually.	The Council will be installing an additional 546 chargers by 2027	
3	Identification and implementation of three school streets initiatives during 2026/27	Promoting Travel Alternatives	Other	N/A	2026	Wirral Council, Department for Transport and Liverpool City Region Combined Authority		Funded		Implementation	Reduced vehicle emissions		6 school street now made permanent. 2 ANPR camera installed. 3 more school streets to be implemented in 2026/27	
4	Hybrid Buses and retrofitted emissions reduction technology	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	N/A		Merseytravel, Arriva, Green Bus fund		Funded		Completed	Reduced vehicle emissions		In Wirral, Arrive operate 44 hybrid buses and also 16 new Euro 6 buses and 16 retrofit buses. Stagecoach (Rock Ferry) have 26 vehicles manufactured from new to Euro 6 standards and 26 vehicles retrofitted to Euro 6 standards.	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
5	Bus Franchising	Promoting Travel Alternatives	Other	N/A	2027	Liverpool City Region Combined Authority	Liverpool City Region Combined Authority	Funded		Implementation	Reduced vehicle emissions		Decision made to franchise bus network in 2023. The first phase will begin in St Helens and Wirral in 2026. The whole LCR should be franchised by the end of 2027.	
6	Bus Service Improvement Plan Delivery	Bus Service Improvement Plan Delivery	Public Information	N/A	2023	Liverpool City Region Combined Authority	Liverpool City Region Combined Authority	Funded		Implementation	Reduced vehicle emissions	Completed Improvements	The Liverpool City Region received £20,850,110 BSIP funding for 2025-26. This is in addition to £12.294m from 2022/23 to 2024/25 to support the delivery of the BSIP and a further £3.1m in September 2023 under their BSIP plus scheme and £8.82m for buses in the LCR for the financial year of 2024/25 because of the reallocation of HS2 funding to local authorities in Northern England. BSIP Funding in the Liverpool City Region has been used to ensure the stability of the bus network on the run in to Bus Franchising and has prevented a number of bus services being withdrawn by commercial operators due to passenger demand.	
7	The Bus Alliance	Promoting Travel Alternatives	Other	N/A		Merseytravel		Funded		Completed	Reduced vehicle emissions	Alliance Formed	The LCRCA formed the Bus Alliance in 2016. It is a formal partnership between Merseytravel, Stagecoach and Arriva. The alliance operates the “MyTicket” day ticket - unlimited day travel across Merseyside for those aged five to eighteen. In addition, half-priced bus travel for apprentices aged 19-24 living in the Liverpool City Region who are enrolled on an approved apprenticeship.	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
8	Park and Ride	Alternatives to private vehicle use	Rail based Park & Ride	N/A		Wirral Council and Merseytravel	Merseytravel and Department for Transport	Funded		Completed	Reduce exposure to relevant emissions		Park and ride places provided at the majority of Wirral's train stations.	
9	Wirral Local Plan 2022-2040 adopted	Policy Guidance and Development Control	Other policy	N/A	2025	Wirral Council	Wirral Council	Not Funded		Completed	Reduce exposure to relevant emissions		The Wirral Local Plan 2022-2040 was adopted on 31st March 2025. The adopted Local Plan designates eleven Regeneration Areas across the Settlement Areas of the borough. The Regeneration Areas will deliver a significant proportion of planned growth over the plan period. Eight of these Regeneration Areas are in the Birkenhead 2040 Framework area. The three remaining are designated at Liscard, New Brighton and New Ferry.	
10	Public Rail Transport Improvements	Transport Planning and Infrastructure	Other	N/A	2024	Mersey Travel		Funded		Completed	Reduce Vehicle Emissions		In June 2025 the Liverpool City Region Combined Authority was informed that £1.6 billion of City Region Sustainable Transport Settlement funding has been awarded to the Liverpool City Region for major rail upgrades, a new rapid transit network and infra structure. Part of this funding will be used to upgrade Woodchurch Train Station.	
11	Network Management Plan	Transport Planning and Infrastructure	Other	N/A	2024	Wirral Council	Wirral Council	Not Funded		Completed			The network management plan was updated and approved for adoption by Environment, Climate Emergency and Transport committee in September 2024. The plan identifies support for improving air quality by encouraging more people to use public transport to reduce air pollution and congestion	UTC, Congestion management, traffic reduction, encourages active travel and use of public transport.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													and to maximise the use of technology to make journeys easier.	
12	Places for People. Wirral Active Travel Strategy	Promoting Travel Alternatives	Promotion of walking, wheeling and cycling	N/A	2024	Wirral Council	Wirral Council	Not Funded		Completed			The strategy was approved by Committee in Jan 2024. To support the delivery of the strategy we have developed a Core Active Travel Network (CATN), which was approved by Committee in January 2025 and will guide where infrastructure will be delivered and which states how that delivery will be prioritised.	Core Active Travel Network (CATN) will guide where infrastructure will be delivered and which states how that delivery will be prioritised
13	Provision of Active Travel Infrastructure	Promoting Travel Alternatives	Promotion of walking, wheeling and cycling	N/A		Wirral Council	Department For Transport Active Travel Funding & Ministry of Housing, Communities and Local Government Future High Street Funding	Funded		Implementation			In Wirral, to date, there are 96.7 miles of cycle lanes of various types. This includes: • 7.4 miles of segregated cycle lanes on highways • 28.8 miles of traffic free cycle routes away from the highway. • 35.9 miles of signed cycle routes on low-trafficked and low speed roads • 5.84 miles of on road painted cycle lanes • 18.57 miles on shared use footways *on road cycle lanes converted to segregated cycle lanes and addition of Conway St / Europa Blvd.	
14	Wirral Active Travel Forum	Promoting Travel Alternatives	Promotion of walking, wheeling and cycling	N/A	Ongoing			Not Funded		Implementation	Public Engagement / Behaviour change			Promoting active travel with various stakeholders across the borough.
15	Support Schools to increase levels of	Promoting Travel Alternatives	Other	N/A	Ongoing	Wirral Council	Liverpool City Region	Funded	< £10k	Implementation	Public engagement.	Increase in numbers of children	Schools who have achieved Modeshift currently include 11 at approved status (green),	

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	sustainable travel and increase road safety						Combined Authority				Behaviour change	walking, cycling, scooting to school.	10 at Bronze, 5 at Silver, 2 at Gold and 1 Platinum. March submissions also include 2 more Platinum Schools. A number of Modeshift schools have taken part in new initiative including Active Travel Inspections and Anti-Idling Campaigns.	
16	Support Schools to increase levels of sustainable travel and increase road safety	Promoting Travel Alternatives	Other	N/A	Ongoing	Living Streets / Wirral Council	Department For Transport	Funded	< £10k	Implementation	Public engagement. Behaviour change	Increase in numbers of children walking, cycling, scooting to school.	34 schools in Wirral participated in 2025 - 2026.	
17	National Standards Cycle Training for Schools	Promoting Travel Alternatives	Promotion of cycling	N/A	Ongoing	Wirral Council	Liverpool City Region Combined Authority and Department of Transport	Funded	£50k - £100k	Implementation			Cycle Training is offered to all Wirral Schools. The road safety team actively advertise and signpost these sessions to all Wirral schools by several means, including the use of a school road safety newsletter. There is also "Learn to Ride" sessions which are for early primary school ages, and "Own the Ride" sessions for late secondary/6th form, also run by Bike Right and funded by LCR.	
18	Develop the Road safety plan, to improve road safety and help encourage active travel.	Traffic Management	Other	N/A	2023	Wirral Council	Council Staffing Budget and Liverpool City Region Combined Authority	Partially Funded	£50k - £100k	Completed			A Wirral Road Safety Plan has been developed and aims to develop and deliver further improvements to road safety in Wirral, creating safer and vibrant communities so more people choose to walk and cycle. For the full programme delivery, please refer to the Road Safety Plan Examples of some of the projects that are running include Senior Road User initiatives, empowerment and support for children in local issues that affect their community, Park and Stride, Active Travel	

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													Week, and educational activities within schools.	
19	Increase alternatively fuelled vehicles	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	N/A	Ongoing	Wirral Council	Wirral Council			Implementation			In addition to a range of alternatively fuelled vehicles (e.g.: Mayors Car, E-Cargo Bikes, Electric Gators, Electric Mowers etc) and measures to reduce emissions (e.g.: use of Bio-Diesel, Ad Blue and particulate filters), the Green Fleet Policy was agreed at the Environment, Climate Emergency and Transport Committee in March 2026. The Green Fleet Policy sets out that low or zero emission vehicles will be explored for all new vehicle purchases. This will allow for a transition to alternatively fuelled vehicles while a replacement strategy is being developed.	
20	HVO fuelled vehicles used by Biffa	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	N/A	2026	Wirral Council / Biffa				Implementation			Biffa are contractors for the Council, providing waste collection services. Biffa use a total of thirty-four refuse collection vehicles in Wirral, all of which all are Euro 6 specification (the most rigorous European Standard for emissions). During 2023-24 Biffa completed a successful HVO trial using three of their vehicles. Following the success of this trial, HVO use will be expanded. From July 2026, 15 food waste vehicles will commence using HVO and it is hoped that this will be further expanded to include other service vehicles e.g.; garden waste and street sweeping vehicles.	

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21	Wirral Councils Green Fleet Strategy	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	N/A	2026	Wirral Council	Wirral Council	Not Funded		Planning	Reduced vehicle emissions	Fleet review completed May 2024.	The scope of this strategy was extended in 2024, and it is envisaged it will be implemented in 2025/26	
22	Permitted Processes	Environmental Permits	Other measure through permit systems and economic instruments	N/A	Ongoing	Wirral Council	Wirral Council	Not Funded		Implementation			Wirral Council's Environmental Health team has issued and monitors 47 permits for industrial activities across the borough. These span over 9 different sectors: storage terminals, cement and lime, other minerals, combustion and incineration, tar and bitumen, coating, animal and plant treatment, petroleum and solvents sector.	
23	Highways Maintenance	Traffic Management	Other	N/A	Ongoing	Wirral Council	Department For Transport	Funded		Implementation	Reduced vehicle emissions		During 2025 / 2026, 34 of the busiest roads had hot Rolled Asphalt (HRA) repair. Over 100 roads received surface dressing treatment. 90 roads received micro surfacing treatment. Over 60 sites received other forms of surface treatment.	
24	Parking Enforcement	Traffic Management	Other	N/A	Ongoing	Wirral Council / Merseyside Police				Implementation	Reduced vehicle emissions		The Council's Civil Enforcement Officers and CCTV vehicle are responsible for enforcing illegal parking. Council-operated ANPR systems are used to enforce moving traffic contraventions, while Merseyside Police address dangerous parking, particularly in the vicinity of schools. The police also support safe and active travel education initiatives.	Traffic Management

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25	School Crossing Patrols	Promoting Travel Alternatives	Other	N/A	Ongoing	Wirral Council	Wirral Council			Implementation	Public Engagement/ Behaviour Change	Number of sites operating	SCP services are delivered across the borough and assists school/local communities to walk and scoot to school.	
26	Anti-idling actions	Traffic Management	Other	N/A	2025	Wirral Council	Wirral Council	Not Funded		Completed	Reduced vehicle emissions		Wirral Council's 'in house' anti idling policy was refreshed and relaunched in 2025. Wirral's 'Be the Key' anti idling campaign was relaunched on the Councils website during 2024. 90 engagements with drivers occurred between April 2025 to March 2026. Information regarding idling engines and health was included in a newsletter, sent out to all taxi and private hire licence holders in Wirral, in December 2024 and again in December 2025.	
27	Mersey Ferries	Promoting Low Emission Transport	Other	N/A	2026	Wirral Council / Liverpool City Region Combined Authority		Funded		Implementation	Reduced emissions		Work on the new landing stage and pontoon at Woodside is completed. The final fit out will now be completed which includes a modern waiting room to boost the passenger experience. Seacombe Ferry Terminal was previously upgraded and reopened in 2022. The new greener and energy efficient ferry that has been ordered by the LCRCA is due to be launched in summer 2026.	Seacombe Ferry Terminal has previously been upgraded and reopened in 2022.
28	Burning Waste on Allotments	Other	Other	N/A	2025	Wirral Council	Wirral Council	Not Funded		Implementation	Reduced emissions		Consultation finished Jan 2025. After consideration of the feedback, the decision was made that, with effect from 1st June 2025, burning will now	

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													only be permitted between October – February, annually. . The first year of implementation has been highly successful, with full compliance from all allotment tenants and no significant issues reported.	
29	Indoor Air Quality	Other	Other	N/A	2026	Wirral Council	Public Health Ministry of Housing, Communities and Local Government	Funded	£100k - £500k	Implementation	Reduced emissions		• Made 1195 contacts with households. • Identified 295 instances of damp and mould and remove two-thirds of identified damp hazards. • Identify 91 instances of Excess Cold and removed 56 of these cases. Provided 460 households with information and support on condensation damp and mould. Referred 186 households to Energy Projects Plus for support. Refer 44 households for assistance via the Council's Heating and Renovation Grant.	
30	Home Retrofits	Other	Other	N/A	2026	Wirral Council, Energy Projects Plus, Social Housing Providers		Funded	£10-50k	Implementation	Reduced emissions		Wirral Council has undertaken work on home retrofits and energy efficiency during 2024 to improve home energy efficiency and heat retention, reducing use of fossil fuels and improving indoor air quality in the home, as the result of improvement works. The Council's support for home retrofit works includes support for ventilation improvements that reduce hazards such as damp and mould. In the Council's upcoming campaign for energy efficiency, improvements to home	

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													air quality will be highlighted to raise public awareness.	
31	Providing Home Energy Efficiency Information	Other	Other	N/A	2026	Wirral Council, Energy Project Plus.		Funded	<£10k	Implementation	Reduced emissions		Wirral Council supports the delivery of the Warm Homes programme by Energy Projects Plus, procured in October 2025 for a three-year period. The programme targets households in fuel poverty and those most vulnerable to the health impacts of cold homes, supporting access to energy efficiency improvements and cleaner heating solutions where appropriate. By improving home conditions, including reducing damp and mould, and lowering emissions from inefficient heating, the programme also contributes to better indoor and outdoor air quality.	
32	Reduce particulate emissions from domestic burning	Public Information	Other	N/A		Wirral Council / Hitch	DEFRA	Funded	£100k - £500k	Completed	Reduced emissions		DEFRA AQ grant funded project to reduce emissions from domestic wood burning. A final evaluation survey was conducted November – December 2024, of which there were 234 respondents. 35% recalled seeing the campaign. In total, all campaigns combined generated over 4 million impressions and 36,657 website clicks. 64% of respondents reported no change in burning behaviour Of those who said they had changed their behaviours, 12% said they now use drier, seasoned wood and 7% reported burning less.	

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													The Council continues to use opportunities, such as the annual Global Action Plan Clean Air Night campaign, to raise awareness of this campaigns contents to help raise public awareness and encourage behaviour change.	
33	Air Quality Training for Primary Care	Public Information	Via other mechanisms	N/A		Wirral Council	Wirral Council / Cheshire and Merseyside Integrated care Board	Not Funded		Completed	Public engagement, behaviour change.		Information regarding training opportunities was disseminated to primary health care partners in Wirral, and across the Cheshire and Merseyside, during 2024, to raise awareness and facilitate tailored advice to patients.	
34	Air Quality Information and map	Public Information	Via the Internet	N/A		Wirral Council	Wirral Council	Not Funded		Completed	Raising public awareness.		Launched a designated “Air Quality” page on Wirral Intelligence Service site, and developed and will continue to update a public facing 'air pollution' map of Wirral,	
35	Wirral Climate Change Strategy	Other	Other	N/A		Wirral Council	Wirral Council	Not Funded		Implementation	Reduced emissions		The Cool3 strategy published in July 2025.	
36	Public Awareness	Public Information	Via the Internet	N/A		Wirral Council	Wirral Council	Not Funded		Completed	Public engagement, behaviour change		Wirral Council has developed and launched a training course on air quality and air pollution on their internal training portal, to help raise awareness amongst their employees.	
37	Air Quality Monitoring	Other	Other	N/A	Ongoing	Wirral Council	Wirral Council	Not Funded		Implementation			56 passive diffusion tube monitoring sites during 2024	
38	Regional Air Quality Meetings	Other	Other	N/A	Ongoing	Wirral Council and Officers across the Liverpool City Region and Cheshire.		Not Funded		Implementation			Wirral Council Chairs the Liverpool City Region and Cheshire Air Quality Group (AQTECH), which considers relevant local	

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													and regional matters relating to air quality.	
39	Wirral Council Air Quality Steering Group	Other	Other	N/A	2028	Wirral Council	Wirral Council	Not Funded		Implementation			The group meets quarterly and co-ordinate the Council's obligation to manage air quality and identifies and seeks to resolves any issues arising from delivering the implementation plan for the Air Quality Strategy.	
40	Wirral Council Air Quality Implementation Plan Working Groups	Other	Other	N/A	2028	Wirral Council	Wirral Council	Not Funded		Implementation			Five working groups are in place to drive forward the implementation plan. These groups meet quarterly.	
41	Taxi Licensing	Promoting Low Emission Transport	Taxi Licensing conditions	N/A	Ongoing	Wirral Council	Wirral Council	Not Funded		Implementation	Reduced vehicle emissions		Updated emissions standards for Hackney Cabs and Private Hire Vehicles.	
42	Building Control	Other	Other	N/A	Ongoing	Wirral Council	Wirral Council	Not Funded		Implementation			• Assessing new dwellings in relation to the provision of adequate rapid, background and mechanical ventilation and also assessing new dwellings in relation to the control of overheating of internal spaces • Received 773 notifications from HETAS of Solid Fuel burning appliances installed in Wirral during the period 2025-26. This is in comparison to 724 from 2024-25.	
43	Engagement with Wirral's Farming Community	Other	Other	N/A	2026	Wirral Council	Wirral Council	Not Funded		Planning	Reduced emissions		The Council engaged with farmers to encourage tenant and other farmers to reduce ammonia emissions by following the Code of Good Agricultural Practice for Reducing Ammonia Emissions.	

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44	Seek opportunities to work with schools	Promoting Travel Alternatives	Other	N/A	2026	Wirral Council	Wirral Council	Not Funded		Planning	Public engagement, behaviour change.		Seek opportunities to raise awareness about air pollution and discuss the impact of idling vehicles on air pollution outside schools and the simple actions that can be taken to reduce these impacts. Linking into existing work with road safety team. During 2025/26 a pilot project was launched with 3 'Silver' status Modeshift schools, challenging teaching them about the impact that idling engines has on air pollution around their schools, and challenging them to undertake monitoring for idling and then creating a video to educate their peers, parents and carers to encourage them to switch off their engines when parked. The submitted videos will be judged and an award for the wining video will be presented at the Modeshift awards event later in October 2026.	
45	Decarbonisation of Wirral Council Buildings	Other	Other	N/A	2026	Wirral Council		Funded		Implementation	Reduced emissions		Wirral Council secured £15.945m in funding using the Public Service Decarbonisation Scheme (PSDS) Phases 3c and 4 to transition Council buildings away from fossil fuels. PSDS Phase 3c work on Wirral Country Park and the Landican Buildings is nearing completion. PSDS Phase 4 contractors are currently developing the RIBA stage 4 designs. It is anticipated that all PSDS Phase 4 work will be complete by the end of 2027/28.	
46	Community Led Bonfire and	Other	Other	N/A	2025	Wirral Council		Not Funded		Implementation	Reduced Emissions		In June 2025, the Tourism, Communities, Culture and Leisure	

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	Firework Events Policy												Committee approved adoption of the Community Led Bonfire and Firework Event Policy. This policy supports the Council to proactively take steps to address increasing size and scale of bonfire builds at unauthorised and unregulated community led bonfire and firework events, which have previously raised significant concerns around public safety, anti-social behaviour and environmental impact.	
47	Combined Authority Local Transport Plan	Transport Planning and Infrastructure	Other	N/A	2025	Liverpool City Region Combined Authority				Implementation			The LCRCA is currently developing the Local Transport Plan (LTP) 4 is currently at an advanced stage of preparation but has not yet been formally adopted. A final draft of the plan, covering the period to 2040, has been produced following several rounds of stakeholder and public consultation. The Council will develop a Transport Delivery Strategy, which sets out how transport, movement and connectivity will play a key role in supporting Wirral's future to support the delivery of the wider Regeneration Framework, once this framework is completed. The transport delivery strategy will focus on facilitating active travel and public transport and ensuring that we are working towards creating a sustainable and inclusive borough which supports our residents to have access to opportunities and to live healthy lives.	

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48	Combined Authority Transport Plan Programme	Promoting Travel Alternatives	Other	N/A		Liverpool City Region Combined Authority				Implementation	Reduced vehicle emissions		Several projects are currently in the planning stage, with statutory consultations to be reported to Environment Climate Emergency and Transport committee during 2026. Projects include: • Local Safety Schemes (Speed Reduction) • Safer Routes to School / School Streets • A new footpath as part of the Bebington Liveable Neighbourhood Project • Network Traffic Management / Speed Limit Review • Pedestrian Access Improvements • Introduction of pedestrian facilities at signal junctions • Controlled pedestrian crossing facilities focusing on key strategic routes to employment, healthcare, shopping areas, etc and active travel routes.	
49	Delivery of Active Travel Schemes	Promoting Travel Alternatives	Promotion of cycling	N/A		Wirral Council		Funded		Implementation	Reduced vehicle emissions		These schemes include the active travel and public realm schemes currently on-site at Conway Street, Europa Boulevard, Grange Road and Charing Cross, as well as major public realm and infrastructure works at Birkenhead Waterfront, Argyle Street, Hamilton Square and Hamilton Street. These schemes all form part of the Core Active Travel Network.	

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50	Develop Planning Guidance	Other	Other	N/A		Wirral Council	Wirral Council	Not Funded		Implementation			The Council will consider the need to develop planning guidance focused on: • best practice planning and design for air quality to be kept updated with local, regional, and national changes in guidance and legislation. • best practice relating to Health Impact Assessments (HIA) such that HIAs submitted with applicable planning applications consider air quality where appropriate. A draft HIA guidance note in preparation.	
51	Roll out of 20 MPH limits.	Traffic Management	Reduction of speed limits.	N/A	2027	Wirral Council				Planning			A speed limit review is underway to address existing speed limits on our A, B and strategic C classified roads within the borough and any appropriate changes will be implemented over a two-year period in 2025/26 and 2026/27.	Roll out of 20 MPH limits with supporting education and comms plan to reduce vehicle speeds and make the environment happier and healthier for people to choose sustainable modes.
52	Review of Use of Non mobile machinery (NRMM)	Other	Other	N/A	2026	Wirral Council		Not Funded		Implementation	Reduced emissions.		Review of machinery in use in demolitions work to determine emissions stages of equipment in use. 2 sites reviewed.	
53	Town Centre and Council Workplace and Residential Travel Planning	Promoting Travel Alternatives	Workplace Travel Planning	N/A	2025	Wirral Council	Wirral Council			Implementation			During 2026 a staff travel survey has been undertaken to support the delivery and roll out of the travel plan	
54	Environmental Health advice on planning applications	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	N/A		Wirral Council		Not Funded		Implementation	Reduced emissions		Environmental Health advice on planning applications to help limit any adverse effect on air	

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													quality from proposed developments.	

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Priority Air Quality Actions														
1	Enforcement of the new borough-wide Smoke Control Area implemented on 1st August 2025	Other	Other		2025	Wirral Council	DEFRA Burden funding	Funded		Implementation		Number of complaints investigated.	The council is revoked 26 existing Smoke Control Orders and replaced them with one new Smoke Control Order, that covers the whole of Wirral. The new Smoke Control Order came into effect on 1 August 2025. Focus will now be to investigate relevant complaints and act, where necessary, in accordance with legislation and Wirral Councils procedure.	
2	Improving the electric vehicle charging infrastructure across Wirral by installing an additional 546 chargers by 2027	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	N/A	2027	Wirral Council & Liverpool City Region		Funded		Planning	Reduced vehicle emissions	Number of charge points installed annually.	The Council will be installing an additional 546 chargers by 2027. The Charge Point Operator should be appointed in July 2026.	
3	Identification and implementation of three school streets initiatives during 2026/27	Promoting Travel Alternatives	Other	N/A	2026	Wirral Council, Department for Transport and Liverpool City Region Combined Authority		Funded		Implementation	Reduced vehicle emissions		6 school street now made permanent. 2 ANPR camera installed. 3 more school streets to be implemented in 2026/27	

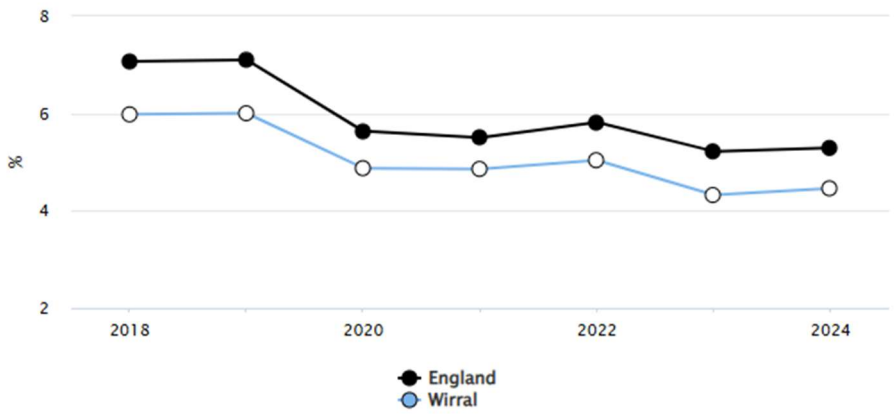
2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[1], 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.

The Department of Health's public health outcomes framework (PHOF) identifies the life expectancy within Wirral to be better than the benchmark for England. When using the PHOF to refer to the fraction of mortality attributable to particulate air pollution, Wirral is below the England average and the North-West average. The most up to date figures (2024) show that the England average is 5.3%, the North-West being 4.9% and Wirral's average is 4.5%.

This is not an estimate of the number of people whose untimely death is caused entirely by air pollution. Instead, it is a way of representing the effect of air pollution across the whole Wirral population. Air pollution is considered to act as a contributory factor to many more individual deaths. The 'fraction of mortality' figure shows the effect of air pollution in Wirral equivalent to a specific number of deaths at typical ages and help raise awareness of the effect of air pollution on public health.

Figure B - Fraction of mortality attributable to particulate air pollution



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

The data obtained from the Tranmere AURN in relation to $PM_{2.5}$ demonstrates that the 2025 concentration of $PM_{2.5}$ was 7.6µg/m^3, below the interim target of 12µg/m^3 (to be achieved by 2028) and below the Target Value of 10µg/m^3 (to be achieved by 2040). It is above the World Health Organisation guideline level of 5µg/m^3. The data obtained from Borough Road Birkenhead AURN in relation to $PM_{2.5}$ demonstrates that the 2025 concentration of PM2.5 was 8.1µg/m^3, below the interim target of 12µg/m^3 (to be achieved by 2028) and below the Target Value of 10µg/m^3 (to be achieved by 2040). It is above the World Health Organisation guideline level of 5µg/m^3.

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 has implemented new legally binding $PM_{2.5}$ targets, each with an interim target

- 10µg/m^3 annual mean concentration $PM_{2.5}$ nationwide by 2040, with an interim target of 12µg/m^3 by January 2028.
- 35% reduction in average population exposure by 2040, with an interim target of a 22% reduction by January 2028, both compared to a 2018 baseline.

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

Existing measures

- **Measure 1. Smoke Control Areas**.
  These are designated areas where smoke must not be emitted from a chimney unless an authorised fuel or 'exempt appliances' is being used. The burning of coal or wood in an ordinary residential fireplace, in these areas is not permitted. As the emissions from the combustion of coal and wood include $PM_{2.5}$'s, the designation of these smoke control areas helps to reduce the release of $PM_{2.5}$'s. Environmental Health ensure that relevant environmental legislation is enforced including the enforcement of smoke control areas.
  Following the changes to the Clean Air Act 1993, implemented by the Environment Act 2021, Local Authorities are now able to issue fixed penalty notices for the emission of smoke in smoke control areas in England. Wirral Council provide advice to members of the public regarding smoke control areas and emissions of smoke from chimneys.
  Enforcement of the laws covering smoke emissions in a smoke control area is taken where it is deemed appropriate. 14 complaints regarding smoke in a smoke control area were received in 2025/26. 10 of these complaints could not be

investigated further due to insufficient information provided by the complainant. 2 involved situations not covered by the legislation and advice was provided. Of the remaining 2 complaints, 1 test burn was undertaken, and 2 advice letters were issued.

Wirral Council revoked all existing smoke control areas and implementing one smoke control area that covers the whole of Wirral. The new 'whole borough' smoke control area came into force on 1st August 2025.

- **Measure 12. Core Active Travel Network.**

  In Wirral, to date, there are 96.7 miles of cycle lanes of various types. This includes:

  - 7.4 miles of segregated cycle lanes on highways*
  - 28.8 miles of traffic free cycle routes away from the highway.
  - 35.9 miles of signed cycle routes on low-trafficked and low speed roads
  - 5.84 miles of on road painted cycle lanes
  - 18.57 miles on shared use footways

  *on road cycle lanes converted to segregated cycle lanes and addition of Conway St / Europa Blvd

  In recent years several new schemes have been installed including segregated routes on Old Chester Road in Rock Ferry/New Ferry and Fender Lane between Bidston and Moreton which were both installed using Department for Transport (DFT) Active Travel Funding (Tranche one) scheme. A review of both schemes was undertaken in 2025 and reported to ECET Committee in 2025. The review of both schemes identified some amendments which will be implemented during 2026. The Harrison Drive / Bayswater Rd scheme in New Brighton has also recently been completed in January 2024 supported by DfT Active Travel Fund Tranche 2 as well as the more recently completion in March 2026 of the Duke Street scheme which introduced light segregation of the existing advisory cycle lane and the change to mandatory as well as pedestrian improvements to the Duke Street/Price Street junction.

  Two further active travel schemes have recently completed in Birkenhead Town Centre, Conway Street/Europa Boulevard and Grange Road/Charing Cross/Grange Road West. These schemes are both supported by Future High Street Funding and Conway Street is also supported with Active Travel Funding and will provide high

quality walking, wheeling and pedestrian and cycle links in the town centre linking to the rail and bus stations as well as the key retail areas.

- **Measure 22. Permitted Processes.**
  Environmental Health ensure that relevant environmental legislation is enforced including the enforcement of smoke control areas, Environmental Permitting legislation and statutory nuisance legislation (i.e. smoke from bonfires).
- **Measure 28. Restricting burning on allotments**

  Following consultation, burning garden waste on allotments will now only be permitted between October – February, annually. This will have a positive impact on the release of particulate matter from allotments.
- **Measure 32. Reducing Particulate Emissions from Domestic Burning**.
  Wirral Council obtained funding from DEFRA to support a project to improve air quality by reducing particulate emissions from domestic burning at source, targeted mainly at wood burning stoves but also considering other domestic burning. The project supported the Council in working towards meeting the targets for $PM_{2.5}$ set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.
- **Measure 37. Air Quality Monitoring**.
  The Council will undertake proactive air quality management, as part of the development of the Local Plan. An air quality assessment of particulate matter (PM_{10} and $PM_{2.5}$) and nitrogen dioxide (NO_2) from the transport network, has previously been undertaken to support the Local Plan.
- **Measure 39 and 40. Air Quality Strategy**.
  The Council has implemented an Air Quality Strategy 2024 - 28 for Wirral and has developed an implementation plan to drive the strategy forward. This details the work that is planned and the work that is underway to address the identified priority areas for action. Five Officer working groups have been established to identify and monitor action progress, and the Steering group identifies and seeks to resolves any issues arising from delivering the implementation plan for the Air Quality Strategy.
- **Measure 46. Community Led Bonfire and Fireworks Policy**
  In June 2025, the Tourism, Communities, Culture and Leisure Committee approved adoption of the Community Led Bonfire and Firework Event Policy. This policy supports the Council to proactively take steps to address increasing size and scale

of bonfire builds at unauthorised and unregulated community led bonfire and firework events, which have previously raised significant concerns around public safety, anti-social behaviour and environmental impact.

- **Measure 51. Non-Road Mobile Machinery (NRMM)**
  The Council will investigate opportunities for incorporating NRMM emissions standards in contracts for construction. Stage V represents the highest emissions standard currently applicable to non-road mobile machinery (NRMM). A review of equipment used across several demolition and road repair activities was undertaken, which found that most of the machinery in operation meets either Stage V or Stage IV emissions standards.
- **Measure 53. Planning Processes**.
  Environmental Health will continue to advise on planning applications to help limit any adverse effect on air quality from proposed developments. Environmental Health, in which the main function of Local Air Quality Management sits, works closely with the Public Health Team and is represented at the Wirral Health Protection Board by the Environmental Health Senior Manager. Local Air Quality Management also forms part of the Joint Strategic Needs Assessment, which aims to describe the health implications of poor air quality in Wirral.
- **Monitoring Health Outcomes**.
  This is important to assess the health impact of air quality, particularly amongst individuals with pre-existing cardiovascular or respiratory illness, those living and working near main roads and those living in more deprived areas. Local Air Quality Management also forms part of the Joint Strategic Needs Assessment (JSNA), which aims to describe the health implications of poor air quality in Wirral. Wirral Council's JSNA on outdoor air quality provides a summary of key pollutants, the impact on health and priority actions in Wirral. The Air Quality JSNA was updated in 2022.
- **Working with External Partners**.
  The Council will also continue to work with UKHSA, neighbouring councils, John Moores University and other key stakeholders to optimise opportunities, and develop interventions, to improve air quality.

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

This section sets out the monitoring undertaken within 2025 by Wirral Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2021 and 2025 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Wirral Council undertook automatic (continuous) monitoring at two sites during 2025. 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 automatic monitoring results are 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

Wirral Council undertook non- automatic (i.e. passive) monitoring of NO_2 at fifty-six sites during 2025. 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 and Wirral Mapping page. 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, ratified and 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 2025 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.

Figure A.3 c – Measured Annual Mean NO2 Concentrations from AURN Real-Time Monitors

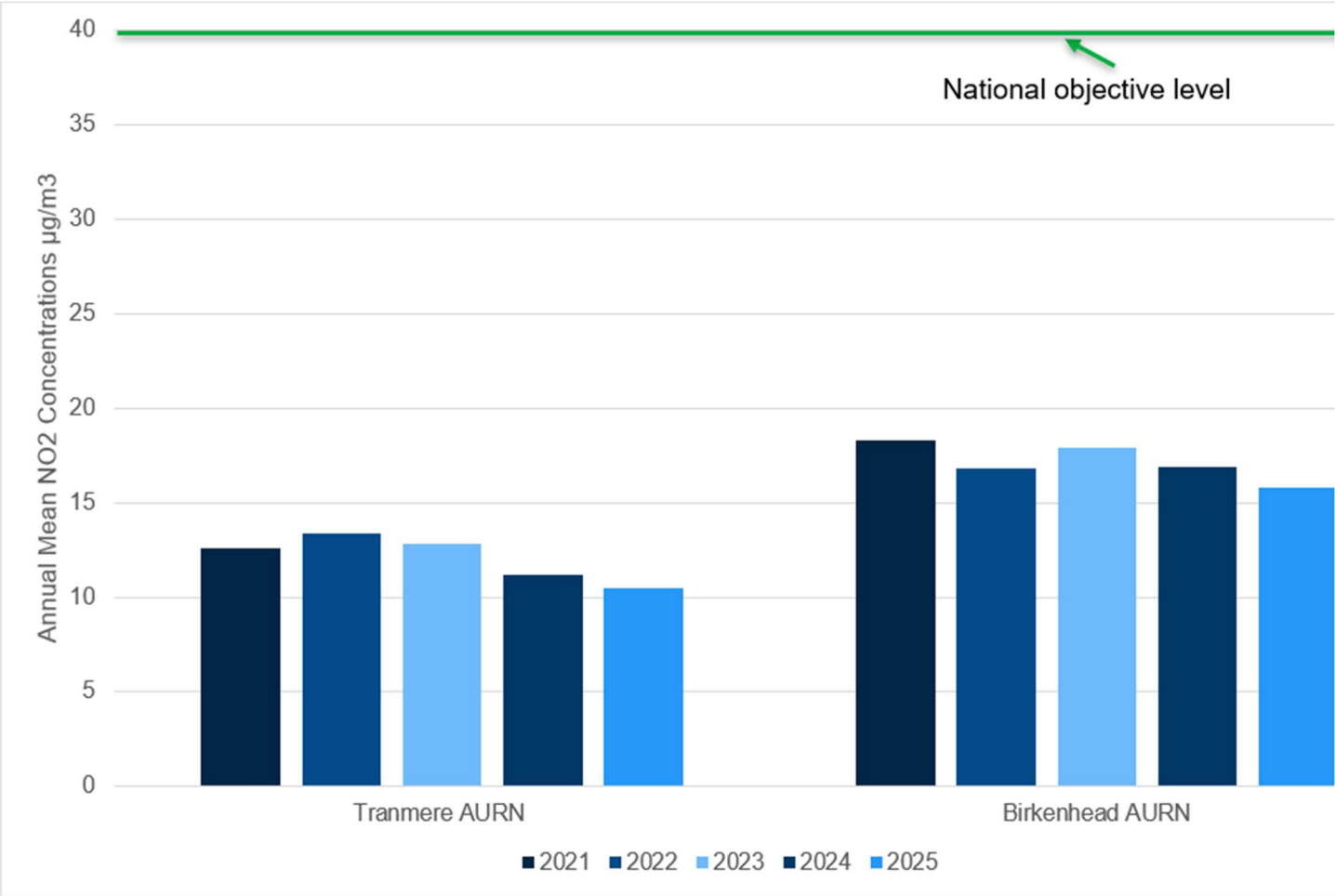


Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200µg/m^3, not to be exceeded more than 18 times per year.

Wirral Council undertook non-automatic (i.e. passive) monitoring of NO_2 at 56 sites during 2024. 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.

The conclusion drawn from the monitoring results for Wirral for 2025 are that no exceedances of the air quality objectives, relating to both the annual mean and 1-hour objectives have been identified. The results of passive tube monitoring have been taken into consideration for the 1-hour objectives and as no sites have annual means greater than 60µg/m^3 it is likely that there are no exceedances of the 1-hour objective at these sites. There are currently no AQMA's declared in Wirral and no AQMA's will be declared this year.

A review of monitoring locations was undertaken in December 2024. Following this review, 49 existing monitoring sites insitu in 2024 were retained for 2025. 7 sites were removed and 7 new sites were added. The sites that were removed are W32/23, W34/19, W38/19, W42, W44/23, W47/22 and W49. The new monitoring sites are W32/25, W34/25, W38/25, W42/25, W44/25, W47/25 and W49/25.

A further review was undertaken in December 2025. Following this review 54 monitoring locations were retained for 2026,

It is recognised that there is a need to closely monitor air quality in the borough and utilise all opportunities to improve air quality. A further review will be undertaken in 2026.

There are 56 passive monitoring sites that have been in use between 2025 and 2026. 3 of these sites (W66A, W66B and W66C) form a co-location study and for this reason, analysis of these results are not included in this section. Of the 53 sites analysed, 46 had comparable data between 2024 and 2025. Of these 46 sites, 39 sites (85%) showed

increased concentrations of Nitrogen Dioxide. 7 sites (15%) have shown a reduction in concentrations. It is noted that some of these increases and reductions are very small.

The sites with the smallest increases in concentrations are W8 (Moreton Cross), W9 (Woodchurch Road) W15 (Arrowe Park Road), W43 (Whetstone Lane) with 0.1µg/m^3 increases. The site with the largest increase is site W35 (Vernon Road) with 4.6 µg/m^3 increase.

The sites with the smallest reduction in concentrations are W45 (Arrowe Park Rd, Upton), W55 (Norbury Road) with 0.1µg/m^3 decreases in Nitrogen Dioxide concentrations. The site with the largest reduction is W24 (Conway Street) with a 1.9µg/m^3 decrease.

There have been no exceedances of the national objective for 1-hour mean or annual mean Nitrogen Dioxide indicated by this passive monitoring during 2024. This is because no site has measured an annual mean greater than 60µg/m^3, which indicates that an exceedance of the 1-hour mean objective is not likely at these sites.

Table 3.1 – Changes in Nitrogen Dioxide Levels at Passive Monitoring Sites Between 2024 – 25

Site	Location	2024 NO2 Monitoring Results	2025 NO2 Monitoring Results	Increase / Decrease from 2024-25	Difference (µg/m^3)
W02	New Chester Road, Eastham	13.2	15.1	Increase	2.9
W03/19	Leasowe Road, Wallasey	19.8	20.1	Increase	0.3
W04	Borough Road, Tranmere	23.6	22.9	Decrease	0.7
W05	Bolton Road East	26.2	27.8	Increase	1.6
W08	Moreton Cross	21.9	21.8	Decrease	0.1
W09/23	Woodchurch Road	25.7	25.8	Increase	0.1
W12	New Chester Road, Port sunlight	30.9	31.8	Increase	0.9
W13	New Chester Road, Port Sunlight	15.8	16.8	Increase	1.0
W14/21	Wallasey Rd, Liscard	19.6	20.0	Increase	0.4
W15	Arrowe Park Road, Woodchurch	24.1	24.2	Increase	0.1

W17	St Albans Rd Liscard	24.1	25.4	Increase	1.3
W18/19	New Chester Road, Port Sunlight	25.4	28.6	Increase	3.2
W21	Singleton Ave, Tranmere	22.5	23.8	Increase	1.3
W22/23	Birkenhead Road, Seacombe	23.7	24.5	Increase	0.8
W23/23	Argyle Street South, B/head	21.1	21.6	Increase	0.5
W24	Conway Street Birkenhead	26.3	24.4	Decrease	1.9
W25	Dock Road, Seacombe	19.9	22.7	Increase	2.8
W27	New Chester Road, Port Sunlight	18.6	21.9	Increase	3.3
W28	Church Road, Bebington	17.5	18.3	Increase	0.8
W29/20	Mill Lane, Poulton	17.0	18.9	Increase	1.9
W31	Canning St, Birkenhead	29.1	31.2	Increase	2.1
W33/19	Storeton Road, Bebington	21.8	23.7	Increase	1.9
W35	Vernon Road, Seacombe	17.8	22.4	Increase	4.6
W36/21	Geneva Road, Seacombe	20.0	21.2	Increase	1.2
W37	Corporation Road, Birkenhead	21.6	22.8	Increase	1.2
W39/21	Chester St, Birkenhead	23.0	24.9	Increase	1.9
W41	St Georges Road, Wallasey	12.4	13.9	Increase	1.5
W43	Whetstone Lane, Birkenhead	18.4	18.5	Increase	0.1
W45	Arrowe Park Rd, Upton	29.8	29.7	Decrease	0.1
W48	Wheatland Lane, Seacombe	24.9	27.7	Increase	2.8
W50	Parry Street, Seacombe	22.4	24.1	Increase	1.7
W51	Mount Grove, Birkenhead	12.7	14.0	Increase	1.3

W52	Batten Road, Birkenhead	13.1	14.5	Increase	1.4
W53	Morland Avenue, Bromborough	9.5	10.8	Increase	1.3
W54	Morland Avenue, Bromborough	8.5	9.8	Increase	1.3
W55	Norbury Avenue, Higher Bebington	10.9	10.8	Decrease	0.1
W56	Norbury Avenue, Higher Bebington	8.9	11.5	Increase	2.6
W57	Pulford Road, Bebington	9.5	10.5	Increase	1.0
W58/23	Seabank Road, New Brighton	21.3	24.1	Increase	2.8
W59	Lees Ave, Rock Ferry	10.5	9.8	Decrease	0.7
W60	Ionic Street, Rock Ferry	13.3	12.9	Decrease	0.4
W61	Green Lane, Wallasey Village	11.9	14.7	Increase	2.8
W62	Greenleas Road, Wallasey Village	12.3	14.6	Increase	2.3
W63	Manor Lane, Liscard	13.7	14.3	Increase	0.6
W64	Withens Lane, Liscard	13.5	16.9	Increase	3.4
W65	Tower Road, Birkenhead	24.3	25.7	Increase	1.4

When looking at longer term trends, there are 32 passive monitoring sites where long-term monitoring data is available. The latest 2025 monitoring results indicate that there has been a reduction in Nitrogen Dioxide concentrations in the last 5 years (2021 and 2025) at 22 sites where long-term data is available. There has been an increase in Nitrogen Dioxide concentrations in the last 5 years (2021 and 2025) at 9 sites where long-term data is available. There has been no change in levels at 1 site, where long-term data is available.

Long term data comparison is not available at all other sites, as these sites were either newly introduced after 2021 or deleted prior to 2025. Site W45 (Arrowe Park Road, Upton) has seen the highest reduction in Nitrogen Dioxide concentrations, with a decrease of

7.1µg/m^3, whilst sites W36 (Geneva Road) and W54 (Morland Road) have seen the lowest reduction in concentrations, with a decrease of 0.2µg/m^3.

Site W48 (Wheatlands Road, Seacombe) has seen the highest increase in Nitrogen Dioxide concentrations, with an increase of 4.6µg/m^3, whilst sites W33 (Storeton Road, Bebington) has seen the smallest increase in concentrations, with an increase of 0.2µg/m^3.

Table 3.2 – Changes in Nitrogen Dioxide Levels at Passive Monitoring Sites Between 2021 – 25

Site		2021 NO2 Monitoring Result	2025 NO2 Monitoring Result	Increase / Decrease from 2021-2025	Difference (µg/m^3)
W02	New Chester Road, Eastham	15.1	15.1	No Change	0
W03/19	Leasowe Road, Wallasey	24.0	20.1	Decrease	3.9
W04	Borough Road, Oxton	25.1	22.9	Decrease	2.2
W05	Bolton Road East, New Ferry	27.5	27.8	Increase	0.3
W08	Moreton Cross, Moreton	23.7	21.8	Decrease	1.9
W12	New Chester Road, New Ferry	36.5	31.8	Decrease	4.7
W13	New Chester Road, New Ferry	17.8	16.8	Decrease	1.0
W14	Wallasey Rd, Liscard	20.5	20.0	Decrease	0.5
W15	Arrowe Park Road, Woodchurch	24.6	24.2	Decrease	0.4
W17	St Albans Rd Liscard	28.8	25.4	Decrease	3.4
W18/19	New Chester Road, New Ferry	29.2	28.6	Decrease	0.6
W21	Singleton Ave, Prenton	27.2	23.8	Decrease	3.4
W24	Conway Street, Birkenhead	26.3	24.4	Decrease	1.9
W25	Dock Road, Seacombe	23.1	22.7	Decrease	0.4
W27	New Chester Road, New Ferry	23.4	21.9	Decrease	1.5
W28	Church Road, Bebington	21.8	18.3	Decrease	3.5
W29/20	Mill Lane, Poulton	18.3	18.9	Increase	0.6
W31	Canning St, Birkenhead	31.5	31.2	Decrease	0.3
W33/19	Storeton Road, Bebington	23.4	23.7	Increase	0.3
W35	Vernon Road, Seacombe	20.3	22.4	Increase	2.1
W36	Geneva Road, Seacombe	21.4	21.2	Decrease	0.2
W37	Corporation Road, Birkenhead	23.5	22.8	Decrease	0.7

W39/21	Chester St, Birkenhead	24.2	24.9	Increase	0.7
W41	St Georges Road, Wallasey	14.3	13.9	Decrease	0.4
W43	Whetstone Lane, Birkenhead	22.3	18.5	Decrease	3.8
W45	Arrowe Park Road, Upton	36.8	29.7	Decrease	7.1
W48	Wheatland Lane, Seacombe	23.1	27.7	Increase	4.6
W50	Parry Street, Seacombe	26.0	24.1	Decrease	1.9
W54	Morland Ave, Bromborough.	10.0	9.8	Decrease	0.2
W56	Norbury Ave, Higher Bebington	10.6	11.5	Increase	0.9
W57	Pulford Road, Bebington	10.1	10.5	Increase	0.4
W61	Green Lane, Wallasey.	11.9	14.7	Increase	2.8

The data obtained from the AURN located at Tranmere shows that there has been a decrease in Nitrogen Dioxide levels from 2024 (11.2µg/m^3) to 2025 (10.5µg/m^3) of 0.7 µg/m^3 decrease) and a longer-term decrease in annual mean concentrations of Nitrogen Dioxide in the last 5 years (2021 to 2025) of 2.1µg/m^3. The data shows that there has been a decrease in Nitrogen Dioxide levels from 2024 (16.9µg/m^3) to 2025 (15.8µg/m^3) at Birkenhead AURN of 1.1 µg/m^3 and a longer-term decrease in annual mean concentrations of Nitrogen Dioxide in the last 5 years (2021 – 18.3µg/m^3 to 2025 – 15.8µg/m^3) of 2.5µg/m^3.

5 indicative real-time sensors were used to monitor Nitrogen Dioxide Levels in locations in Birkenhead, Eastham, Liscard, Poulton, Upton during 2025. No exceedance of the annual mean Nitrogen Dioxide national objective were identified at the 4 out of 5 monitoring stations where data was available. The highest annual mean concentration was measured on Ivy Street, Birkenhead (24.96 µg/m^3). The lowest annual mean concentration was measured on New Chester Road, Eastham (14.09 µg/m^3). A table with the monitoring results can be found in Appendix C, Table C.10. Data was not available at Arroe Park Road, Upton due to a fault with the sensor. It must be noted that these results are indicative only and they are not approved for use by local authorities for compliance monitoring according to TG22, however they can provide indicative air quality data to support our work in reducing air pollution.

3.2.2 Particulate Matter (PM_{10})

The Tranmere AURN data for PM_{10} has demonstrated that during 2025, there have been no exceedances of the annual mean PM_{10} objective or PM_{10} daily mean concentrations air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year. There has been a small increase in the annual mean PM_{10} concentrations between 2024 (11.1µg/m^3) and 2025 (11.8µg/m^3) of 0.7µg/m^3

Looking at longer term trends, the Tranmere AURN data for PM_{10} has demonstrated that between 2021 and 2025 Wirral has seen a small increase in annual mean PM_{10} levels from 11.3 to 11.8µg/m^3.

There were five real-time 'indicative' sensors monitoring PM_{10} during 2025. These sensors are in:

- Birkenhead
- Eastham
- Liscard
- Poulton
- Upton

The results from this indicative monitoring show that no exceedances of the annual mean PM_{10} objective were identified.

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.

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 Tranmere AURN data for $PM_{2.5}$ has demonstrated that during 2025, there have been no exceedances of the annual mean $PM_{2.5}$ objective. The $PM_{2.5}$ concentration for 2025

was an annual mean of 7.6µg/m^3. This is above the current World Health Organisation Air Quality Guideline level of 5µg/m^3 but below both the interim target of 12µg/m^3 (to be achieved by 2028) and the annual Mean Concentration Target 10µg/m^3 (to be achieved by 2040), set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

Between 2024 (7.0µg/m^3) and 2025 (7.6µg/m^3) Wirral has seen a small increase in $PM_{2.5}$ levels of 0.6µg/m^3. Looking at longer term trends, the Tranmere AURN data for $PM_{2.5}$ has demonstrated that between 2021 (7.1µg/m^3) and 2025 (7.6µg/m^3) Wirral has seen a small increase in annual mean $PM_{2.5}$ levels of 0.5µg/m^3.

The Birkenhead Borough Road AURN was upgraded to monitor $PM_{2.5}$ in December 2024. The $PM_{2.5}$ concentration for 2025 was an annual mean of 8.08µg/m^3. This is above the current World Health Organisation Air Quality Guideline level of 5µg/m^3 but below both the interim target of 12µg/m^3 (to be achieved by 2028) and the annual Mean Concentration Target 10µg/m^3 (to be achieved by 2040), set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

There is no yearly comparable data for PM2.5 for the Birkenhead AURN as monitoring only commenced in December 2024.

There were five real-time 'indicative' sensors monitoring $PM_{2.5}$ during 2025. These sensors are in:

- Birkenhead
- Eastham
- Liscard
- Poulton
- Upton

All five indicative monitors measured levels of $PM_{2.5}$ over the current World Health Organisation Air Quality Guideline level of 5µg/m^3. Two sites (Wallasey Road and Poulton Bridge Road) exceeded the interim target of 12µg/m^3 (to be achieved by 2028) and 4 of the 5 are above the annual Mean Concentration Target 10µg/m^3 (to be achieved by 2040), set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. The highest annual mean figure for $PM_{2.5}$ was 12.7µg/m^3 (Wallasey Road) and the lowest was 7.5µg/m^3 (Ivy Street). It must be noted that these results are indicative only. They are not approved for use by local authorities for compliance monitoring according to TG22,

however they can provide indicative air quality data to support our work in reducing air pollution.

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? (1)	Monitoring Technique	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
CM1	Wirral Tranmere	Urban Background	332054	386711	0_3; NO_2; PM_{10}; $PM_{2.5}$	NO	N/A	Chemiluminescent; FDMS	68.6	50	3
CM2	Wirral Birkenhead	Urban Centre	331931	388466	NO_2	NO	N/A	Chemiluminescent	14	13.4	1.5

Notes:

(1) N/A if not applicable

(2) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

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)
W02	New Chester Road, Eastham	Roadside	335887	379797	NO2	NO	0	12.8	No	2.0
W03/19	Leasowe Road, Wallasey	Kerbside	329070	392309	NO2	NO	5.5	0.5	No	2.3

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)
W04	Borough Road, Tranmere	Roadside	331322	387414	NO2	NO	9.6	2.6	No	2.5
W05	Bolton Road East	Roadside	334128	384634	NO2	NO	12.5	4.3	No	2.2
W08	Moreton Cross	Kerbside	326243	389946	NO2	NO	1.5	0.5	No	2.2
W09/23	Woodchurch Road	Kerbside	329261	386460	NO2	NO	11.4	0.5	No	2.4
W12	New Chester Road, Port sunlight	Roadside	334061	384617	NO2	NO	9.4	1.0	No	2.2
W13	New Chester Road, Port Sunlight	Kerbside	334113	384588	NO2	NO	0	9.3	No	2.0
W14/21	Wallasey Rd, Liscard	Roadside	330462	391907	NO2	NO	2.1	1.0	No	2.7
W15	Arrowe Park Road, Woodchurch	Kerbside	327625	386340	NO2	NO	1.5	2.1	No	2.4
W17	St Albans Rd Liscard	Roadside	330646	391805	NO2	NO	30.0	0.3	No	2.1
W18/19	New Chester Road, Port Sunlight	Roadside	334097	384546	NO2	NO	5.0	4.9	No	2.4
W21	Singleton Ave, Tranmere	Roadside	331034	387019	NO2	NO	3.6	1.7	No	2.6
W22/23	Birkenhead Road, Seacombe	Roadside	332294	390429	NO2	NO	2.5	0.4	No	2.5

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)
W23/23	Argyle Street South, B/head	Kerbside	332150	388372	NO2	NO	3.6	0.6	No	2.3
W24	Conway Street Birkenhead	Roadside	332231	388723	NO2	NO	N/A	2.0	No	2.3
W25	Dock Road, Seacombe	Roadside	331756	390332	NO2	NO	13.3	1.8	No	2.3
W27	New Chester Road, Port Sunlight	Roadside	334194	384348	NO2	NO	7.6	3.5	No	2.1
W28	Church Road, Bebington	Roadside	333223	383277	NO2	NO	6.4	2.6	No	2.1
W29/20	Mill Lane, Poulton	Roadside	330209	391139	NO2	NO	0	11.8	No	1.7
W31	Canning St, Birkenhead	Roadside	332423	389398	NO2	NO	7.5	1.9	No	2.2
W32/25	Telegraph Road, Heswall	Roadside	326680	382030	NO2	NO	33.0	2.5	No	2.5
W33/19	Storeton Road, Bebington	Roadside	330921	386652	NO2	NO	7.8	0.7	No	2.4
W34/25	Woodchurch Road, Prenton	Kerbside	330332	386751	NO2	NO	7.0	0.7	No	2.5
W35	Vernon Road, Seacombe	Roadside	331716	390696	NO2	NO	5.5	0.5	No	2.5
W36/21	Geneva Road, Seacombe	Kerbside	331843	390812	NO2	NO	4.7	0.5	No	2.7
W37	Corporation Road, Birkenhead	Kerbside	331529	389762	NO2	NO	N/A	1.8	No	2.1

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)
W38/25	Gorsey Lane, Poulton	Roadside	330816	390846	NO2	NO	5.0	1.2	No	2.0
W39/21	Chester St, Birkenhead	Kerbside	332711	388856	NO2	NO	3.7	0.5	No	2.5
W41	St Georges Road, Wallasey	Kerbside	329487	392312	NO2	NO	6.7	4.4	No	2.7
W42/25	New Chester Rd, Rock Ferry	Roadside	333218	386428	NO2	NO	4.0	2.2	No	2.5
W43	Whetstone Lane, Birkenhead	Roadside	331607	388353	NO2	NO	2.6	1.8	No	2.7
W44/25	Grange Road, West Kirby	Roadside	321389	386862	NO2	NO	21.3	3.1	No	2.6
W45	Arrowe Park Rd, Upton	Kerbside	327155	387140	NO2	NO	2.6	0.8	No	2.4
W47/25	New Chester Road, Eastham	Roadside	335826	380106	NO2	NO	11.7	3.0	No	2.6
W48	Wheatland Lane, Seacombe	Roadside	331878	390822	NO2	NO	5.8	2.7	No	2.4
W49/25	Upton Road, Upton	Roadside	328315	388570	NO2	NO	12.5	1.8	No	2.4
W50	Parry Street, Seacombe	Roadside	331928	390767	NO2	NO	4.3	1.5	No	2.2
W51	Mount Grove, Birkenhead	Roadside	331301	388040	NO2	NO	30.2	2.6	No	2.4
W52	Batten Road, Birkenhead	Roadside	331337	387973	NO2	NO	4.2	2.9	No	2.1

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)
W53	Morland Avenue, Bromborough	Roadside	334697	380863	NO2	NO	14.3	4.9	No	2.3
W54	Morland Avenue, Bromborough	Roadside	334794	380852	NO2	NO	14.3	4.9	No	2.1
W55	Norbury Avenue, Higher Bebington	Roadside	332488	384189	NO2	NO	8.0	1.6	No	2.1
W56	Norbury Avenue, Higher Bebington	Roadside	332471	384120	NO2	NO	8.4	1.7	No	1.9
W57	Pulford Road, Bebington	Kerbside	332620	384345	NO2	NO	50.0	0.6	No	2.1
W58/23	Seabank Road, New Brighton	Kerbside	330940	393447	NO2	NO	5.8	0.7	No	2.6
W59	Lees Ave, Rock Ferry	Roadside	332854	386834	NO2	NO	23.2	0.3	No	2.3
W60	Ionic Street, Rock Ferry	Roadside	332894	386792	NO2	NO	0	1.7	No	2.3
W61	Green Lane, Wallasey Village	Kerbside	328527	392568	NO2	NO	23.8	0.8	No	2.2
W62	Greenleas Road, Wallasey Village	Kerbside	328587	392536	NO2	NO	9.7	0.7	No	2.2
W63	Manor Lane, Liscard	Kerbside	331202	392366	NO2	NO	7.7	0.5	No	2.3
W64	Withens Lane, Liscard	Roadside	331031	392396	NO2	NO	109.2	2.1	No	2.2
W65	Tower Road, Birkenhead	Roadside	332170	389843	NO2	NO	14.2	1.9	No	2.4

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/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM1	332054	386711	Urban Background	98.9	98.9	12.6	13.4	12.8	11.2	10.5
CM2	331931	388466	Urban Centre	98.5	98.6	18.3	16.8	17.9	16.9	15.8

☒ **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.**

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the NO_2 annual mean objective of 40µg/m³ 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/m³)

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 2025 (%) (2)	2021	2022	2023	2024	2025
W02	335887	379797	Roadside	100.0	100.0	15.1	14.7	12.9	13.2	15.1
W03/19	329070	392309	Kerbside	84.6	84.6	24.0	21.4	22.1	19.8	20.1
W04	331322	387414	Roadside	92.3	92.3	25.1	24.3	23.8	23.6	22.9
W05	334128	384634	Roadside	100.0	100.0	27.5	28.3	27.2	26.2	27.8
W08	326243	389946	Kerbside	100.0	100.0	23.7	25.3	23.1	21.9	21.8
W09/23	329261	386460	Kerbside	100.0	100.0	x	x	24.1	25.7	25.8
W12	334061	384617	Roadside	92.3	92.3	36.5	35.6	35.1	30.9	31.8
W13	334113	384588	Kerbside	100.0	100.0	17.8	17.3	17.1	15.8	16.8
W14/21	330462	391907	Roadside	100.0	100.0	20.5	21.3	20.4	19.6	20.0
W15	327625	386340	Kerbside	100.0	100.0	24.6	24.5	24.3	24.1	24.2
W17	330646	391805	Roadside	92.3	92.3	28.8	27.2	26.9	24.1	25.4

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 2025 (%) (2)	2021	2022	2023	2024	2025
W18/19	334097	384546	Roadside	100.0	100.0	29.2	28.5	27.5	25.4	28.6
W21	331034	387019	Roadside	92.3	92.3	27.2	24.0	25.2	22.5	23.8
W22/23	332294	390429	Roadside	92.3	92.3	x	x	22.8	23.7	24.5
W23/23	332150	388372	Kerbside	100.0	100.0	x	x	21.8	21.1	21.6
W24	332231	388723	Roadside	48.1	48.1	26.3	24.2	23.8	26.3	24.4
W25	331756	390332	Roadside	100.0	100.0	23.1	22.5	21.2	19.9	22.7
W27	334194	384348	Roadside	100.0	100.0	23.4	20.2	20.2	18.6	21.9
W28	333223	383277	Roadside	100.0	100.0	21.8	21.2	19.9	17.5	18.3
W29/20	330209	391139	Roadside	100.0	100.0	18.3	18.8	17.4	17.0	18.9
W31	332423	389398	Roadside	65.4	65.4	31.5	30.7	31.2	29.1	31.2
W32/25	326680	382030	Roadside	100.0	100.0	x	x	x	x	14.1
W33/19	330921	386652	Roadside	90.4	90.4	23.4	23.3	23.1	21.8	23.7
W34/25	330332	386751	Kerbside	40.4	40.4	x	x	x	x	13.8

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 2025 (%) (2)	2021	2022	2023	2024	2025
W35	331716	390696	Roadside	92.3	92.3	20.3	19.1	19.3	17.8	22.4
W36/21	331843	390812	Kerbside	100.0	100.0	21.4	23.1	22.4	20.0	21.2
W37	331529	389762	Kerbside	100.0	100.0	23.5	22.9	22.0	21.6	22.8
W38/25	330816	390846	Roadside	82.7	82.7	x	x	x	x	22.1
W39/21	332711	388856	Kerbside	92.3	92.3	24.2	25.0	22.1	23.0	24.9
W41	329487	392312	Kerbside	82.7	82.7	14.3	15.2	14.0	12.4	13.9
W42/25	333218	386428	Roadside	100.0	100.0	x	x	x	x	19.2
W43	331607	388353	Roadside	100.0	100.0	22.3	21.8	20.6	18.4	18.5
W44/25	321389	386862	Roadside	100.0	100.0	x	x	x	x	13.3
W45	327155	387140	Kerbside	100.0	100.0	36.8	32.4	31.3	29.8	29.7
W47/25	335826	380106	Roadside	92.3	92.3	x	x	x	x	25.3
W48	331878	390822	Roadside	100.0	100.0	23.1	27.4	24.8	24.9	27.7
W49/25	328315	388570	Roadside	100.0	100.0	x	x	x	x	19.4

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 2025 (%) (2)	2021	2022	2023	2024	2025
W50	331928	390767	Roadside	65.4	65.4	26.0	25.6	23.0	22.4	24.1
W51	331301	388040	Roadside	92.3	92.3	x	13.3	11.6	12.7	14.0
W52	331337	387973	Roadside	92.3	92.3	x	13.0	12.9	13.1	14.5
W53	334697	380863	Roadside	84.6	84.6	x	11.0	10.0	9.5	10.8
W54	334794	380852	Roadside	57.7	57.7	10.0	8.2	8.9	8.5	9.8
W55	332488	384189	Roadside	50.0	50.0	x	11.8	11.3	10.9	10.8
W56	332471	384120	Roadside	57.7	57.7	10.6	11.7	11.5	8.9	11.5
W57	332620	384345	Kerbside	84.6	84.6	10.1	10.7	11.6	9.5	10.5
W58/23	330940	393447	Kerbside	75.0	75.0	x	x	22.4	21.3	24.1
W59	332854	386834	Roadside	75.0	75.0	x	13.0	11.9	10.5	9.8
W60	332894	386792	Roadside	57.7	57.7	x	12.9	15.6	13.3	12.9
W61	328527	392568	Kerbside	92.3	92.3	11.9	13.9	12.8	11.9	14.7
W62	328587	392536	Kerbside	92.3	92.3	x	14.1	13.2	12.3	14.6

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 2025 (%) (2)	2021	2022	2023	2024	2025
W63	331202	392366	Kerbside	92.3	92.3	x	16.6	14.4	13.7	14.3
W64	331031	392396	Roadside	82.7	82.7	x	15.6	14.5	13.5	16.9
W65	332170	389843	Roadside	92.3	92.3	x	22.6	22.6	24.3	25.7

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

☒ **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**.

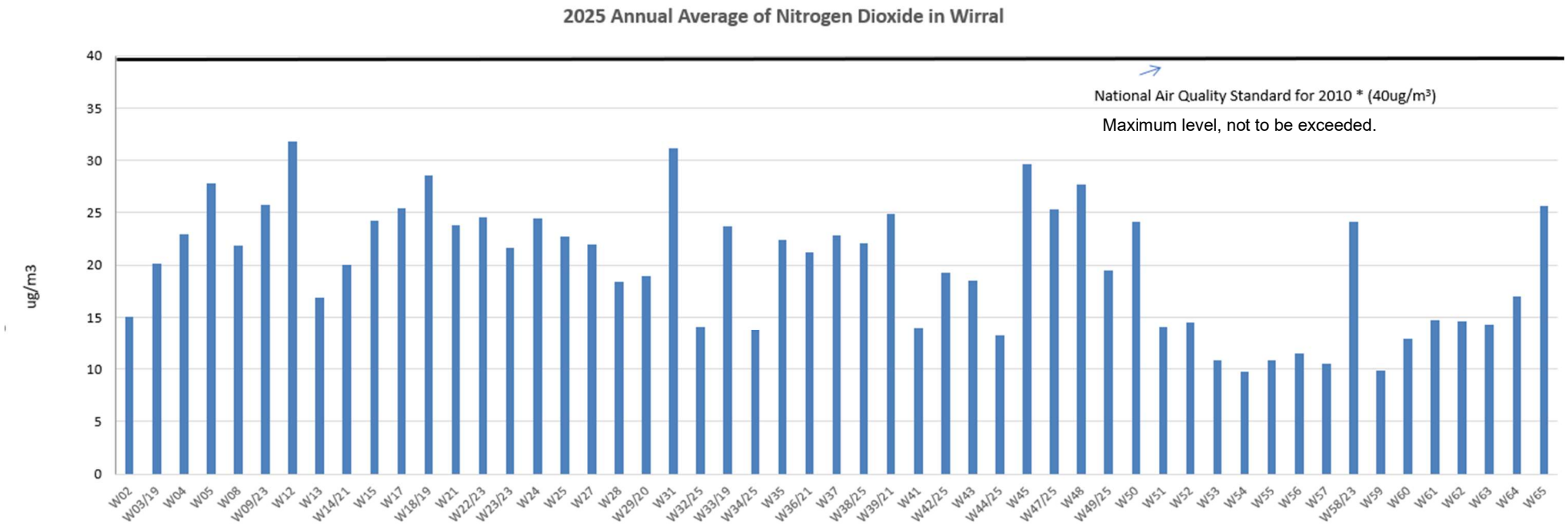
Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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 a – Monitored Annual Mean NO_2 Concentrations During 2025



*Applies to places where people are exposed for the relevant time

Figure A.2 b – Annual Mean NO_2 Concentrations from 2021 to 2025

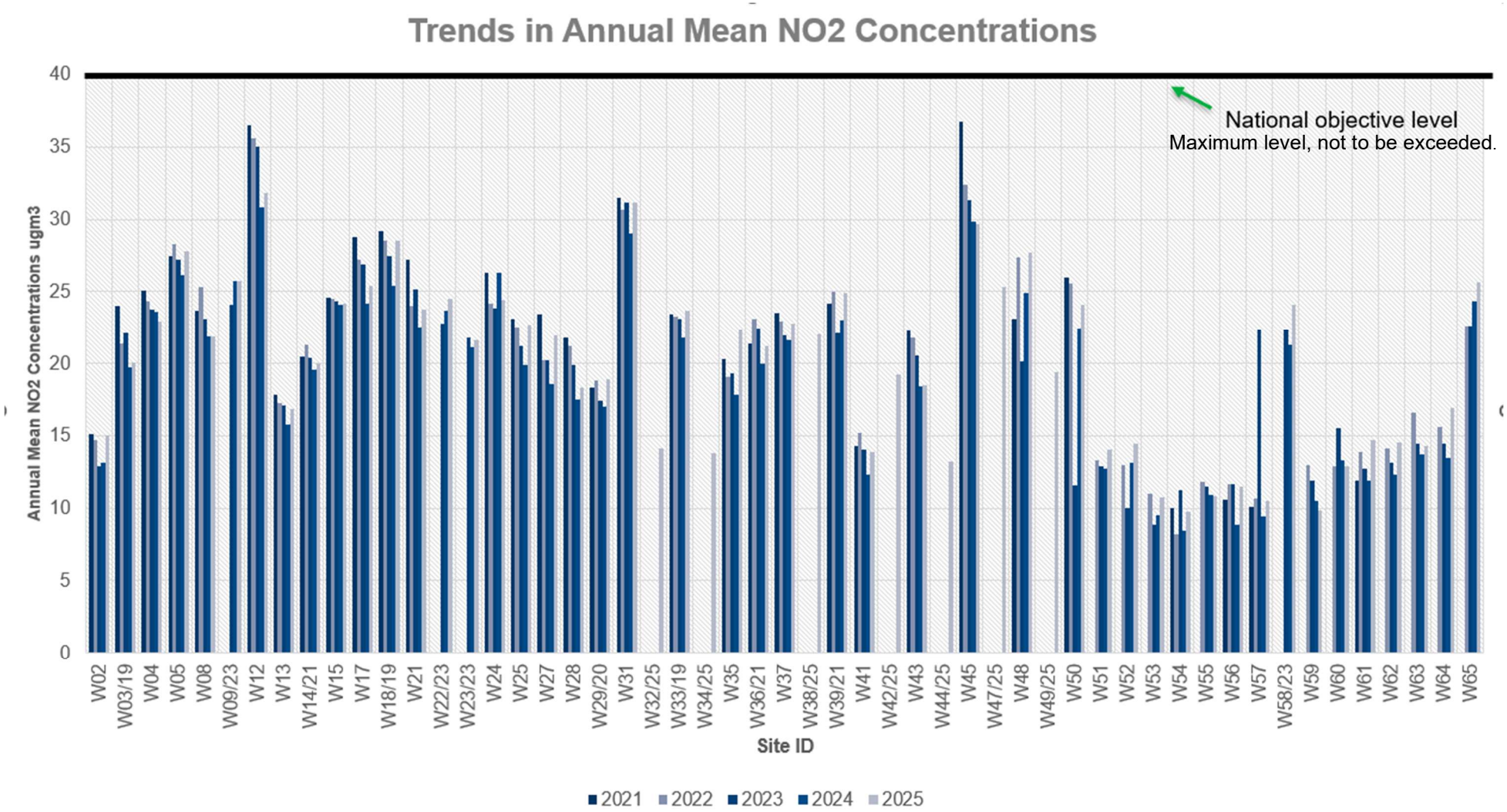


Figure A.3 c – Measured Annual Mean NO_2 Concentrations from AURN Real-Time Monitors

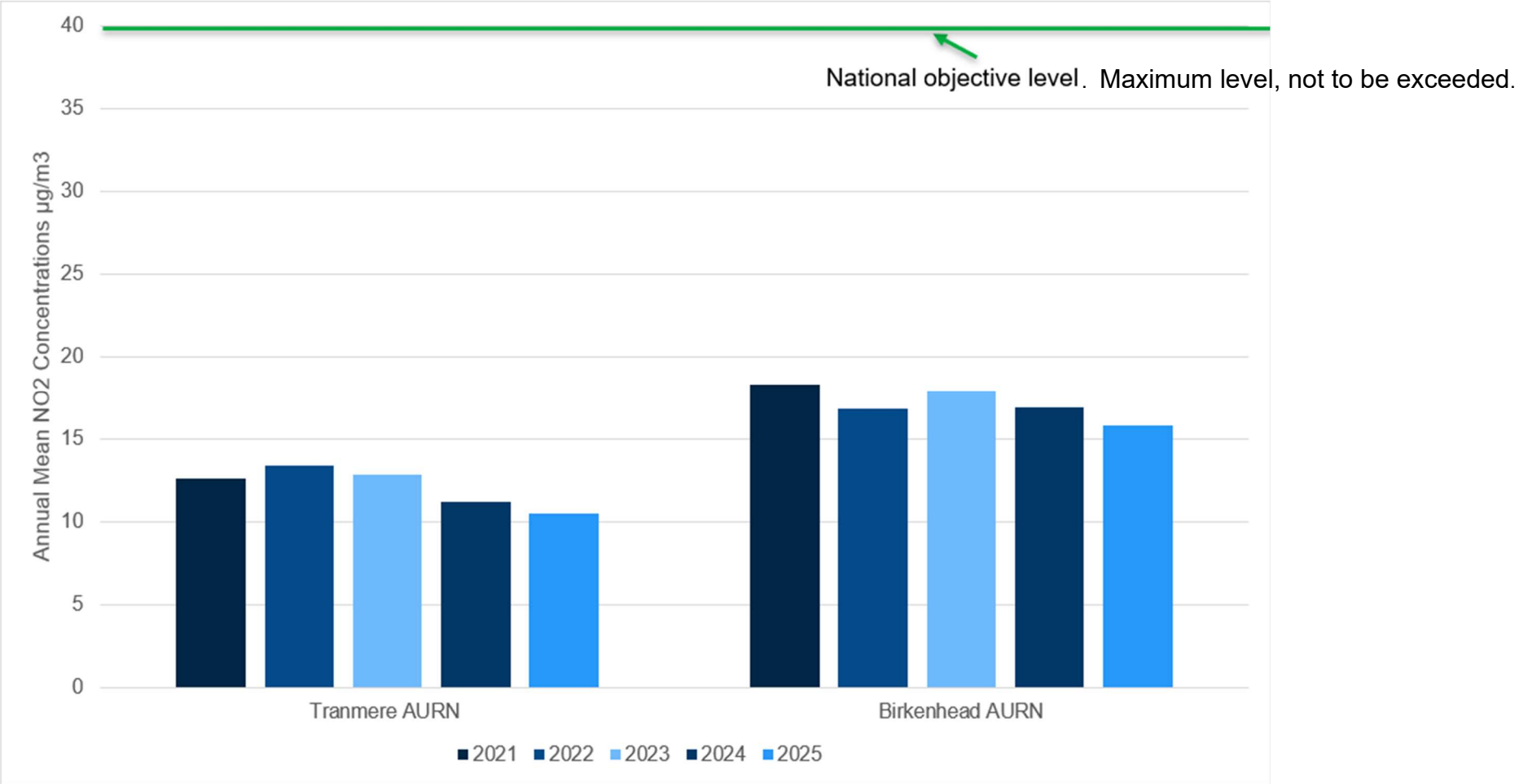


Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM1	332054	386711	Urban Background	98.9	98.9	0	0	0	0	0
CM2	331931	388466	Urban Centre	98.6	98.6	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%).

Table A.6 – Annual Mean PM_{10} Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM1	332395	433175	Urban Background	99.9	99.9	11.3	12.8	10.9	11.1	11.8

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

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the PM_{10} annual mean objective of 40µg/m³ 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.4 – Annual Mean PM_{10} Concentrations from 2021 to 2025.

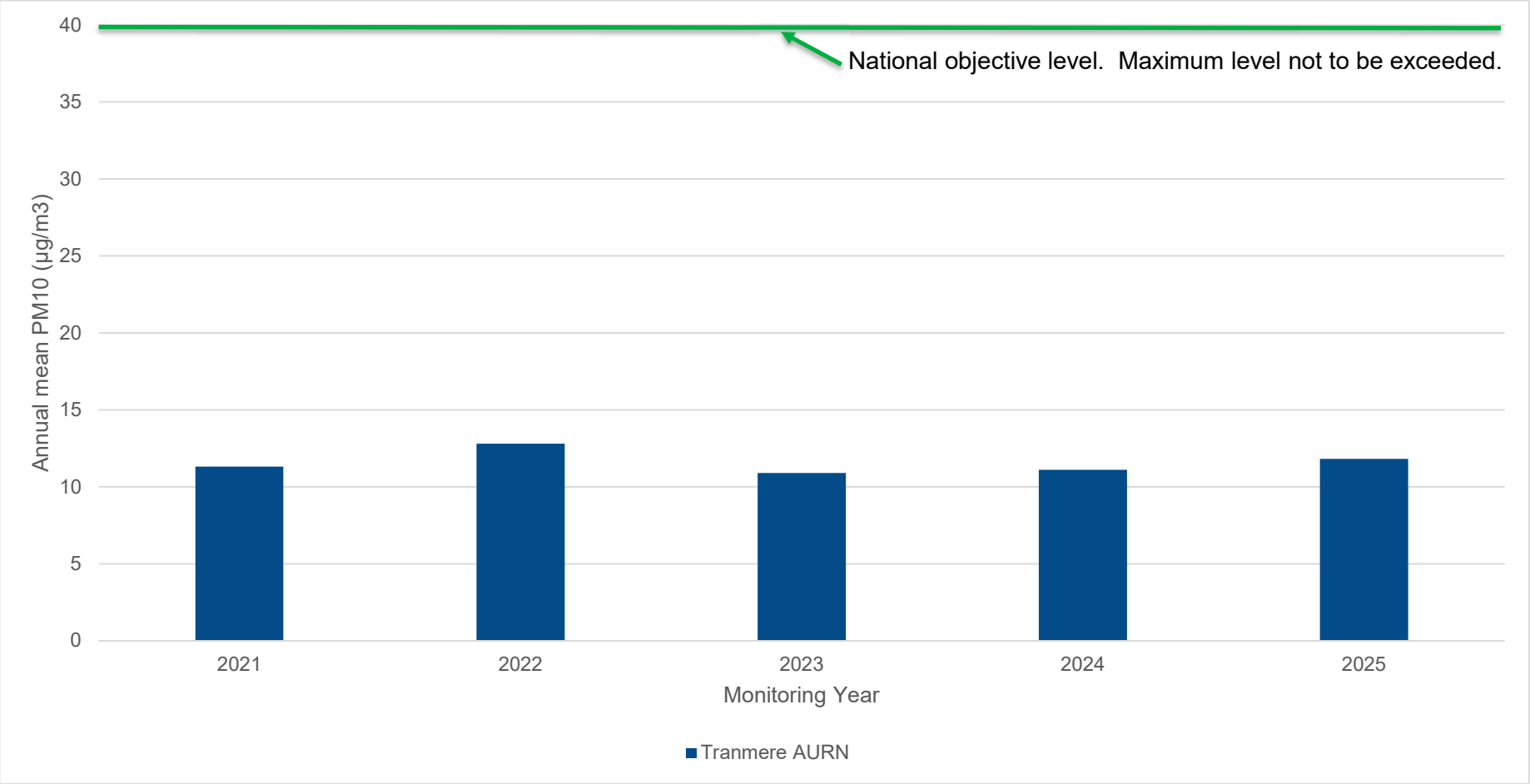


Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM1	332054	386711	Urban Background	99.9	99.9	1	5	0	0	0

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.5 – Number of 24-Hour Mean PM_{10} Results > 50µg/m³ from 2021 to 2025

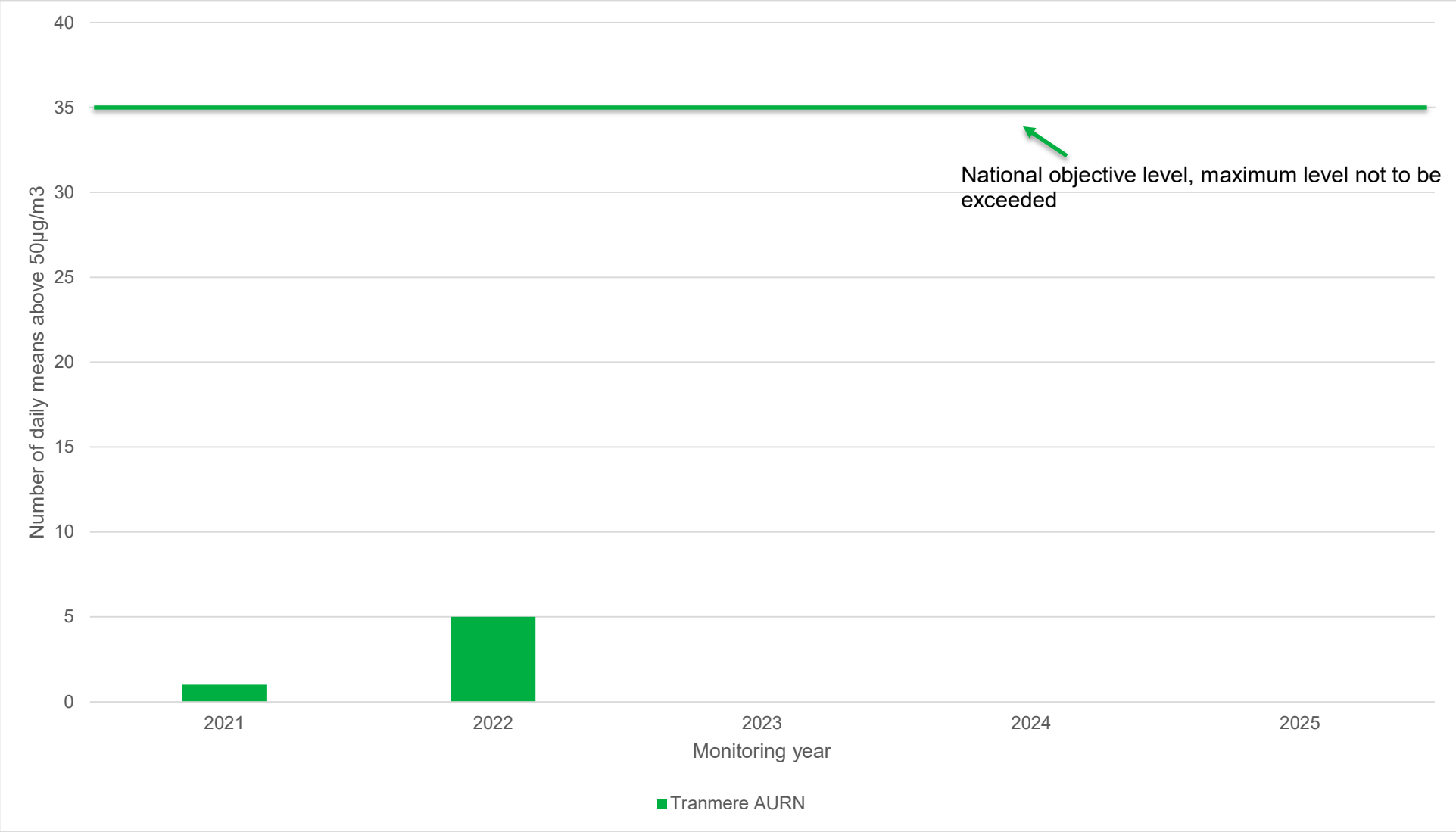


Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM1	332054	386711	Urban Background	99.9	99.9	7.0	7.8	6.6	7.0	7.6
CM2	331931	388466	Urban Centre	98.6	98.6	x	x	x	x	8.1

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

Notes:

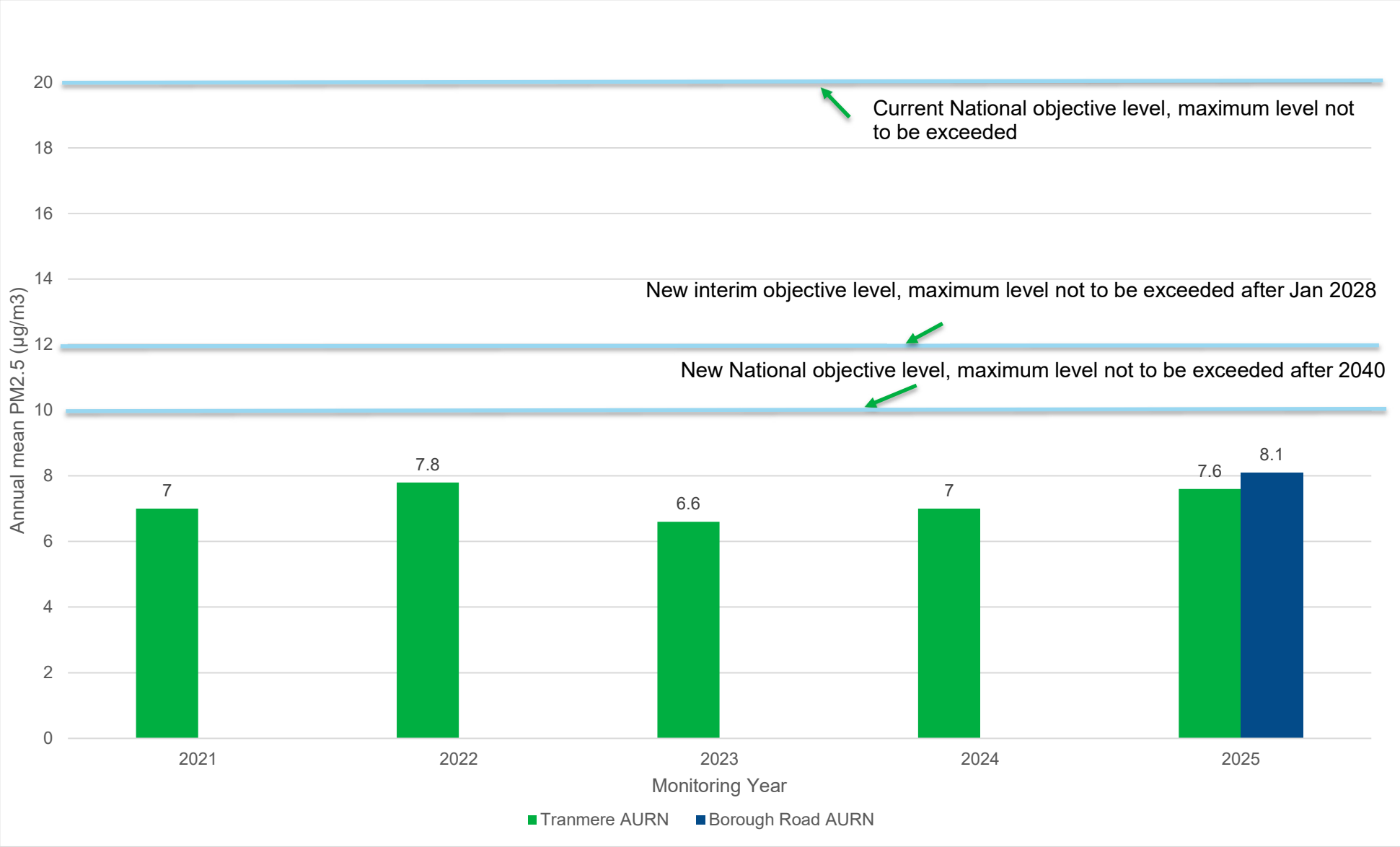
The annual mean concentrations are presented as µg/m³.

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.6 – Annual Mean $PM_{2.5}$ Concentrations from 2021 to 2025



Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO_2 2025 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(0.92)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
W02	335887	379797	19.6	25.9	25.0	17.5	13.9	10.1	8.9	12.5	12.8	13.6	18.2	18.4	16.4	15.1		
W03/19	329070	392309	x	37.0	29.2	20.8	15.2	15.0	13.6	x	19.2	19.8	23.8	24.8	21.8	20.1	-	
W04	331322	387414	x	39.7	32.0	26.0	20.7	17.5	18.0	18.3	22.8	23.0	29.0	27.0	24.9	22.9	-	
W05	334128	384634	43.3	37.9	37.3	28.3	23.8	21.7	22.3	24.5	28.1	28.0	38.1	29.4	30.2	27.8	-	
W08	326243	389946	38.6	35.2	27.6	25.0	21.0	18.1	15.3	20.1	21.4	24.2	14.8	23.8	23.7	21.8	-	
W09/23	329261	386449	39.6	41.5	35.3	26.6	23.9	17.5	17.4	31.5	22.7	24.2	28.4	27.3	28.0	25.8	-	
W12	334061	384617	x	41.9	47.5	41.7	26.2	29.8	24.5	20.8	32.1	36.8	40.8	38.4	34.6	31.8	-	
W13	334113	384588	26.8	23.8	25.7	19.9	14.1	12.8	12.7	14.6	16.0	16.1	20.5	16.6	18.3	16.8	-	
W14/21	330462	391907	36.0	35.0	29.6	21.2	14.1	13.6	13.2	16.1	19.7	18.4	21.4	22.5	21.7	20.0	-	
W15	327625	386340	33.3	34.2	32.7	28.4	23.3	24.1	23.9	21.9	20.5	23.5	24.8	25.2	26.3	24.2	-	
W17	330646	391805	40.7	42.3	37.3	32.4	20.6	17.4	18.6	21.3	24.5	25.1	x	23.2	27.6	25.4	-	
W18/19	334097	384546	45.7	42.4	40.9	33.0	20.3	22.6	21.3	27.1	27.7	26.6	34.7	30.2	31.0	28.6	-	
W21	331034	387019	x	42.5	35.3	27.7	21.0	18.6	16.2	18.5	20.0	25.2	30.9	28.8	25.9	23.8	-	
W22/23	332294	390429	x	32.0	35.4	27.1	19.6	23.1	20.3	21.8	28.5	25.2	31.6	28.4	26.7	24.5	-	
W23/23	332150	388372	29.8	35.3	34.0	23.2	17.7	15.6	18.1	18.4	19.8	18.9	26.4	24.9	23.5	21.6	-	
W24	332231	388723	34.6	41.8	38.9	33.2	x	21.2	x	x	x	x	x	22.5	32.0	24.4	-	
W25	331756	390332	36.2	36.5	32.7	27.4	13.8	15.6	13.3	19.5	22.8	22.1	29.1	27.0	24.7	22.7	-	
W27	334194	384348	29.8	35.1	35.1	28.5	19.4	15.9	15.5	14.4	20.9	18.1	29.4	24.1	23.9	21.9	-	
W28	333223	383277	28.7	30.3	26.8	18.2	15.0	14.4	10.7	15.4	18.1	17.9	22.7	21.2	19.9	18.3	-	

W29/20	330209	391139	33.7	31.0	26.8	23.5	13.8	15.1	11.2	15.3	18.3	18.5	19.5	20.1	20.6	18.9	-	
W31	332423	389398	48.0	50.1	47.0	33.9	x	x	22.2	28.2	30.7	x	x	34.9	36.9	31.2	-	
W32/23	327096	381691	19.1	22.0	17.9	15.7	10.4	11.2	8.4	12.7	14.9	16.3	18.0	17.5	15.3	14.1	-	
W33/19	330921	386652	39.9	36.5	33.1	26.4	x	18.2	15.2	19.2	22.1	19.1	26.2	27.6	25.8	23.7	-	
W34/19	334096	384535	16.2	25.7	24.3	14.7	x	x	x	x	x	x	x	19.5	20.1	13.8	-	
W35	331716	390696	33.3	39.8	26.9	26.1	18.3	x	13.2	17.3	18.9	21.0	28.0	24.7	24.3	22.4	-	
W36/21	331843	390812	12.6	37.8	33.4	27.5	20.0	18.1	14.7	20.5	18.0	20.2	28.4	25.0	23.0	21.2	-	
W37	331529	389762	39.5	27.4	34.1	26.0	16.2	19.6	17.5	18.6	22.7	22.8	26.5	26.5	24.8	22.8	-	
W38/19	331481	384564	x	34.4	35.8	25.5	17.8	18.1	14.5	12.4	24.3	x	29.9	27.0	24.0	22.1	-	
W39/21	332711	388856	x	40.1	36.6	26.6	17.3	23.7	19.0	20.9	27.4	24.6	34.8	26.8	27.1	24.9	-	
W41	329487	392312	x	25.9	22.9	18.7	9.2	7.0	7.2	10.6	14.2	x	18.3	17.4	15.1	13.9	-	
W42	334888	382627	29.4	31.4	26.8	13.2	17.8	15.0	13.8	12.0	21.4	19.9	25.1	24.8	20.9	19.2	-	
W43	331607	388353	30.6	25.6	28.0	18.9	14.9	14.7	15.7	10.6	17.9	17.6	25.3	21.2	20.1	18.5	-	
W44/23	321238	387034	18.8	27.7	20.7	15.3	13.3	8.0	11.0	10.2	9.2	12.1	12.0	14.7	14.4	13.3	-	
W45	327155	387140	40.6	43.9	39.6	33.3	29.1	27.7	21.4	29.6	30.2	29.3	33.1	29.3	32.3	29.7	-	
W47/22	335784	380076	36.8	40.1	34.5	26.6	22.1	20.2	14.7	23.7	x	22.6	31.9	29.5	27.5	25.3	-	
W48	331878	390822	45.0	40.4	37.4	34.8	22.9	23.0	15.3	26.1	29.0	25.2	33.0	29.3	30.1	27.7	-	
W49	332627	388749	25.3	30.4	27.4	20.0	16.6	18.8	16.2	15.8	20.0	18.6	23.1	21.3	21.1	19.4	-	
W50	331928	390767	x	36.7	33.9	25.0	23.4	19.7	x	x	23.5	x	25.0	26.5	26.7	24.1	-	
W51	331301	388040	23.0	24.4	21.8	x	11.3	8.9	7.8	10.9	12.4	13.2	17.0	17.2	15.3	14.0	-	
W52	331337	387973	28.8	27.3	21.0	x	10.6	8.5	7.3	10.5	10.9	11.0	19.0	18.3	15.7	14.5	-	
W53	334697	380863	19.3	18.9	x	x	8.1	7.2	7.1	9.7	9.8	9.6	14.4	13.5	11.7	10.8	-	
W54	334794	380852	19.0	17.1	x	x	x	x	x	7.2	8.6	8.4	12.5	13.3	12.3	9.8	-	

W55	332488	384189	17.8	21.6	x	x	x	x	x	x	9.9	10.2	13.6	14.0	14.5	10.8	-	
W56	332471	384120	23.1	21.0	x	x	x	7.0	6.4	5.8	x	x	14.3	14.5	13.1	11.5	-	
W57	332620	384345	18.1	19.9	x	x	7.6	7.0	6.5	8.0	10.3	9.5	13.5	13.9	11.4	10.5	-	
W58/23	330940	393447	45.5	35.6	x	x	x	15.7	16.3	21.4	18.4	24.3	32.4	26.4	26.2	24.1	-	
W59	332854	386834	23.7	8.3	x	x	3.0	6.9	6.9	5.4	10.7	x	16.4	15.0	10.7	9.8	-	
W60	332894	386792	26.3	x	x	x	7.8	8.3	7.1	8.4	11.9	x	18.2	x	12.6	12.9	-	
W61	328527	392568	29.2	26.8	22.4	x	9.2	8.5	7.3	11.6	14.0	14.1	14.6	17.8	15.9	14.7	-	
W62	328587	392536	30.6	27.5	21.8	x	9.6	8.6	8.0	12.5	13.2	11.1	15.2	16.0	15.8	14.6	-	
W63	331202	392366	19.5	28.9	22.0	x	7.2	8.5	7.2	10.9	15.2	12.9	21.0	17.3	15.5	14.3	-	
W64	331031	392396	34.4	27.9	22.4	x	9.2	10.0	x	10.8	15.8	13.9	20.6	19.2	18.4	16.9	-	
W65	332170	389843	x	44.0	37.2	29.2	20.9	21.1	15.5	25.3	26.1	23.0	31.7	32.8	27.9	25.7	-	

☒ **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.**

☒ **Wirral confirm that all 2025 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 Wirral Council During 2025

Wirral Council has not identified any new sources relating to air quality within the reporting year of 2025.

Additional Air Quality Works Undertaken by Wirral Council During 2025

Wirral Council has implemented an Air Quality Strategy 2024 – 2028 and has produced a supporting implementation plan for 2025/26 and 2026/27 to drive the Strategy forward.

Wirral Council has not completed any additional works within the reporting year of 2025 relating to the development of action plan measures or the declaration, amendment, or revocation of an AQMA. Although work regarding air quality monitoring locations has been undertaken for 2025, including a co-location study.

Review of Passive Diffusion Tube Monitoring Locations

A monitoring location review was undertaken at the end of 2024, to determine whether monitoring was still being undertaken in the most relevant locations. Several information sources were fed into the review.

QA/QC of Diffusion Tube Monitoring

Wirral Council uses Gradko, using a 50% TEA method of preparation for the analysis of its NO_2 diffusion tubes. Monitoring during 2025 was completed in adherence with the 2025 Diffusion Tube Monitoring Calendar.

The Local Air Quality Management Help Desk has provided information on the precision data for each laboratory based on the results of duplicate or triplicate diffusion tubes being submitted for analysis. The data shows that Gradko is determined to have **good** precision. You can find this information at the following link https://laqm.defra.gov.uk/air-quality/air-quality-assessment/precision-and-accuracy/#SummaryPrecision

In the AIR PT intercomparison scheme for comparing spiked Nitrogen Dioxide diffusion tubes, Gradko currently holds the highest rank of a **Satisfactory** laboratory.

Table 1: Laboratory summary performance for AIR NO_2 PT rounds AR055, 56, 58, 59, 62, 63, 65, 66 and 68

The following table lists those UK laboratories undertaking LAQM activities that have participated in recent AIR NO_2 PT rounds and the percentage (%) of results submitted which were subsequently determined to be **satisfactory** based upon a z-score of ≤ ± 2 as defined above.

AIR PT Round	AIR PT AR055	AIR PT AR056	AIR PT AR058	AIR PT AR059	AIR PT AR062	AIR PT AR063	AIR PT AR065	AIR PT AR066	AIR PT AR068
Round conducted in the period	January – February 2023	May – June 2023	July – August 2023	September – October 2023	January – February 2024	April – June 2024	July – August 2024	September – October 2024	January – February 2025
Aberdeen Scientific Services	0 %	100 %	100 %	75 %	100 %	100 %	100 %	100 %	100 %
Cardiff Scientific Services	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]
Edinburgh Scientific Services	100 %	75 %	100 %	50 %	100 %	100 %	100 %	100 %	100 %
SOCOTEC	100 % [1]	100 % [1]	100 % [1]	100 % [1]	100 % [1]	100 % [1]	100 % [1]	100 % [1]	87.5 % [1]
Exova (formerly Clyde Analytical)	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]
Glasgow Scientific Services	100 %	100 %	100 %	100 %	75 %	100 %	100 %	100 %	100 %
Gradko International	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	50 %

Diffusion Tube Annualisation

Annualisation is required for any site with data capture less than 75% but greater than 25%. The non-automatic monitoring sites requiring annualization are listed Table C.1. The annualised annual mean was calculated using the DEFRA annualisation tool.

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

Site ID	Annualisation Factor Tranmere	Annualisation Factor Wigan Central	Annualisation Factor Preston	Annualisation Factor <Site 4 Name>	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
W24	0.8119	0.8143	0.8591		0.8284	32.0	26.5
W31	0.9122	0.9099	0.9328		0.9183	36.9	33.9
W34/25	0.7281	0.7283	0.7823		0.7462	20.1	15.0
W50	0.9483	0.9972	0.9961		0.9806	26.7	26.2
W54	0.9011	0.8229	0.8617		0.8619	12.3	10.6
W55	0.8465	0.7737	0.8121		0.8108	14.5	11.8
W56	0.9915	0.9257	0.9277		0.9483	13.1	12.5
W60	1.1462	1.1141	1.0806		1.1136	12.6	14.0

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 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.

Wirral Council have applied a national bias adjustment factor of 0.92 to the 2025 monitoring data, calculated using the National Diffusion tube Bias Adjustment Factor Spreadsheet from March 2026, shown below.

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 03/26

Follow the steps below in the correct order to show the results of relevant co-location studies

Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods

Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet

This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of June 2026

LAQM Helpdesk Website

The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.

Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.

Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List

If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Drop-Down List

If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Drop-Down List

If a year is not shown, we have no data[2]

To undo your selection, choose (All) from the pop-up list

Step 4: Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.

If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method	Year	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m3)	Automatic Monitor Mean Conc. (Cm) (µg/m3)	Bias (B)	Tube Precision[5]	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	50% TEA in acetone	2025	UB	City Of London Corporation	12	24	22	8.4%	G	0.92
Gradko	50% TEA in acetone	2025	R	City Of London Corporation	12	31	28	9.8%	G	0.91
Gradko	50% TEA in acetone	2025	R	Lb Hounslow	10	31	25	22.1%	G	0.82
Gradko	50% TEA in Acetone	2025	UC	Falkirk Council	11	27	25	6.1%	G	0.94
Gradko	50% TEA in Acetone	2025	UB	Falkirk Council	11	11	15	-22.6%	G	1.29
Gradko	50% TEA in acetone	2025	KS	Marylebone Road Intercomparison	12	37	31	17.7%	G	0.85
Gradko	50% TEA in acetone	2025	SU	Redcar And Cleveland Borough Council	12	11	9	29.0%	G	0.78
Gradko	50% TEA in Acetone	2025	R	London Borough Of Merton	12	27	22	22.7%	G	0.81
Gradko	50% TEA in acetone	2025	UB	London Borough Of Wandsworth	12	20	18	9.0%	G	0.92
Gradko	50% TEA in acetone	2025	R	London Borough Of Richmond Upon Thames	12	15	18	-17.8%	G	1.22
Gradko	50% TEA in acetone	2025	KS	London Borough Of Richmond Upon Thames	10	30	26	15.9%	G	0.86
Gradko	50% TEA in acetone	2025	B	London Borough Of Richmond Upon Thames	12	13	13	1.5%	G	0.99
Gradko	50% TEA in acetone	2025	R	Sandwell Mbc	11	28	24	16.6%	G	0.86
Gradko	50% TEA in acetone	2025	UB	Sandwell Mbc	11	19	20	-5.2%	G	1.05
Gradko	50% TEA in acetone	2025	UB	City Of York Council	12	13	12	13.4%	G	0.88
Gradko	50% TEA in acetone	2025	R	City Of York Council	12	20	19	6.6%	G	0.94
Gradko	50% TEA in acetone	2025	R	City Of York Council	10	16	15	7.0%	G	0.93
Gradko	50% TEA in acetone	2025	R	City Of York Council	11	21	18	18.1%	G	0.85
Gradko	50% TEA in acetone	2025		Overall Factor[3] (18 studies)				Use		0.92

A summary of bias adjustment factors used by Wirral Council over the past five years is presented in Table C.2.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	**03/26**	**0.92**
2024	National	**03/25**	**0.80**
2023	National	**03/24**	**0.77**
2022	National	**03/23**	**0.76**
2021	National	**03/22**	**0.78**

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2	Local Bias Adjustment Input 3	Local Bias Adjustment Input 4	Local Bias Adjustment Input 5
Periods used to calculate bias	8				
Bias Factor A	0.85 (0.75 – 0.98)				
Bias Factor B	18% (2% - 33%)				
Diffusion Tube Mean (µg/m^3)	10.6				
Mean CV (Precision)	5.5%				
Automatic Mean (µg/m^3)	9.1				
Data Capture	100%				
Adjusted Tube Mean (µg/m^3)	9 (8 - 10)				

Notes:

The national combined bias adjustment factor has been used to bias adjust the 2025 diffusion tube results, because, as per TG22, Wirral's monitoring programme consists of roadside and kerb side monitoring sites, which differ from the urban background location of the co-location study.

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 Wirral Council required distance correction during 2025.

QA/QC of Automatic Monitoring

The real-time air pollution monitoring network consists of an automatic monitoring station located in Tranmere and an automatic monitoring station located in Birkenhead. Both monitoring stations are part of the national survey and results can be found on the UK Air website at the following link; https://uk-air.defra.gov.uk/data/data_selector_service#mid

Tranmere AURN

The site is managed by Bureau Veritas and is classified as an urban background site.

Full audits of all analysers are carried out at six-monthly intervals in the winter (January-March) and summer (July-September). In addition, audits of ozone analysers are also carried out in spring (April) and autumn (October).

Data is ratified on a three-monthly basis, and instances of suspected poor-quality data are investigated as required.

The LSO duties are contracted to Ricardo who undertake 4 weekly routine calibration of the equipment.

The data presented in the ASR is ratified and can be accessed through Data Selector Tool - DEFRA UK Air - GOV.UK

Birkenhead Borough Road AURN

The site is managed by Bureau Veritas and is classified as an Urban Traffic site.

Full audits of all analysers are carried out at six-monthly intervals in the winter (January-March) and summer (July-September).

Data is ratified on a three-monthly basis, and instances of suspected poor-quality data are investigated as required.

The LSO duties are contracted to Ricardo who conduct fortnightly calibration checks on the gaseous equipment.

The data presented in the ASR is ratified and can be accessed through Data Selector Tool - DEFRA UK Air - GOV.UK

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

The type of PM_{10} and $PM_{2.5}$ monitor(s) utilised within Wirral Council do not require the application of a correction factor.

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.

No automatic NO_2 monitoring locations within Wirral Council required distance correction during 2025.

Summary of Low-Cost Air Quality Sensor Monitoring

Wirral Council conducted air quality monitoring using 5 Earthsense Zephyrs sensors in 2025. It is important to note that these sensors are not approved for use by local authorities for compliance monitoring according to TG22, however they can provide indicative air quality data to support our work in reducing air pollution. The results for 2025 are shown in the table below.

Table C.4– Details of Low Cost Sensor Sites

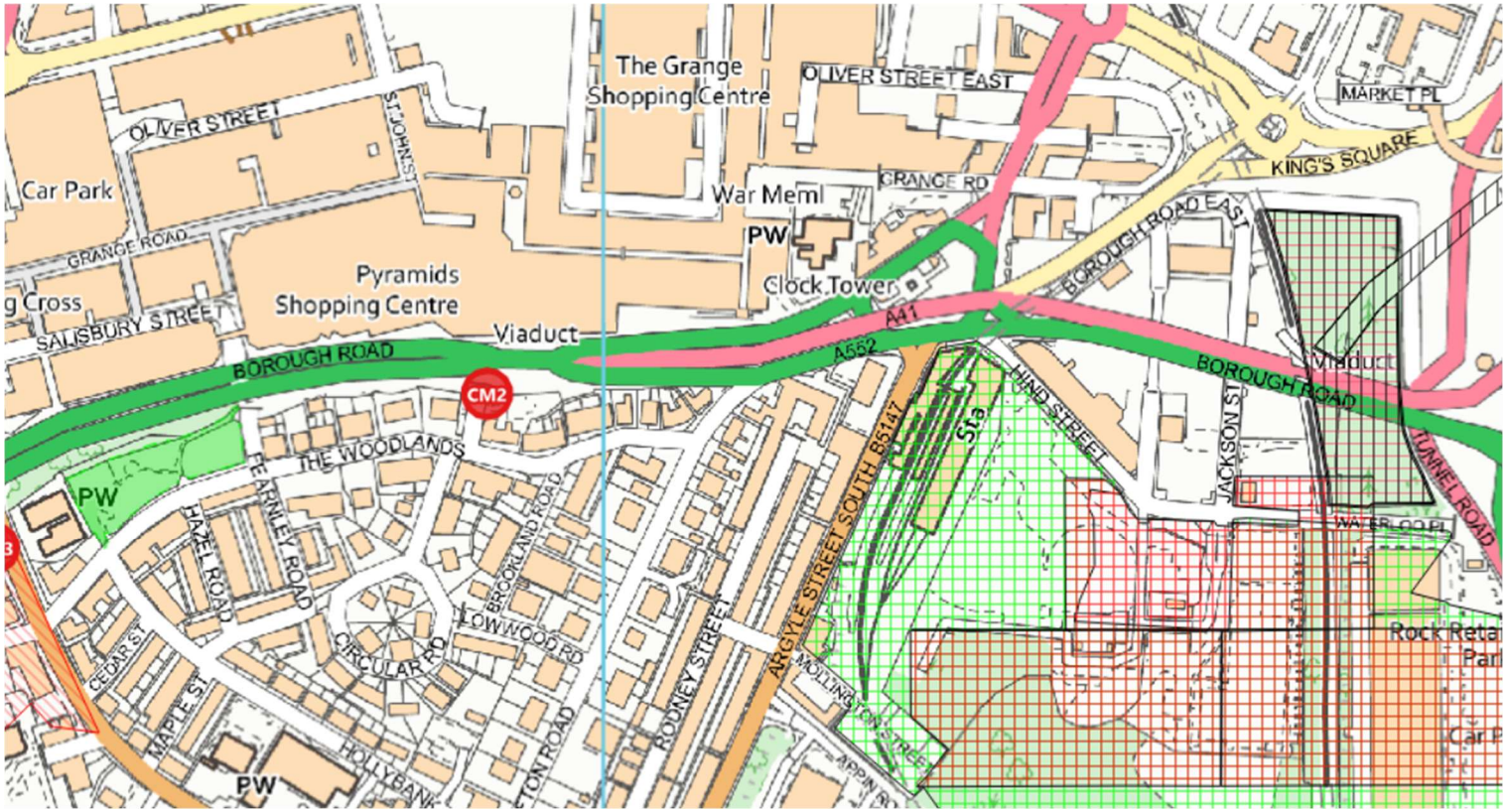
Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Sensor Type	In AQMA?	Which AQMA? (1)
700037	Arrowe Park Road	Kerbside	327021	387618	NO_2, PM_{10}, $PM_{2.5}$	Zepher	NO	
700058	New Chester Road	Kerbside	335801	379987	NO_2, PM_{10}, $PM_{2.5}$	Zepher	NO	
700067	Wallasey Road	Kerbside	330635	392005	NO_2, PM_{10}, $PM_{2.5}$	Zepher	NO	
700073	Poulton Bridge Road	Kerbside	330211	391108	NO_2, PM_{10}, $PM_{2.5}$	Zepher	NO	
700088	Ivy Street	Kerbside	332685	388736	NO_2, PM_{10}, $PM_{2.5}$	Zepher	NO	

Table C.5 – Monthly Air Quality Sensor Monitoring Results

	NO_2			$PM_{2.5}$			PM_{10}		
	2024	**2025**	**Increase /decrease 2024-25**	**2024**	**2025**	**Increase /decrease 2024-25**	**2024**	**2025**	**Increase/ decrease 2024-25**
700037 Arrowe Park Road	15.9	No data	N/A	10.9	11.6	Increase	12.0	12.9	Increase
700058 New Chester Road	15.4	14.1	Decrease	11.5	11.9	Increase	12.7	13.2	Increase
700067 Wallasey Road	24.6	21.9	Decrease	12	12.7	Increase	13.2	14.1	Increase
700073 Poulton Bridge Road	17.4	15.5	Decrease	11.9	12.5	Increase	13.2	13.9	Increase
700088 Ivy Street	22.4	25.0	Increase	7.9	7.5	Decrease	10.8	11.5	Increase

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

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



Legend

AURN Birkenhead

Location: Birkenhead

Birkenhead AURN

CM2 – AURN Birkenhead

Date: June 2026 | **Figure No. D1**

Figure D.2 – Map of Automatic Monitoring Site

Legend

AURN

Location: Tranmere

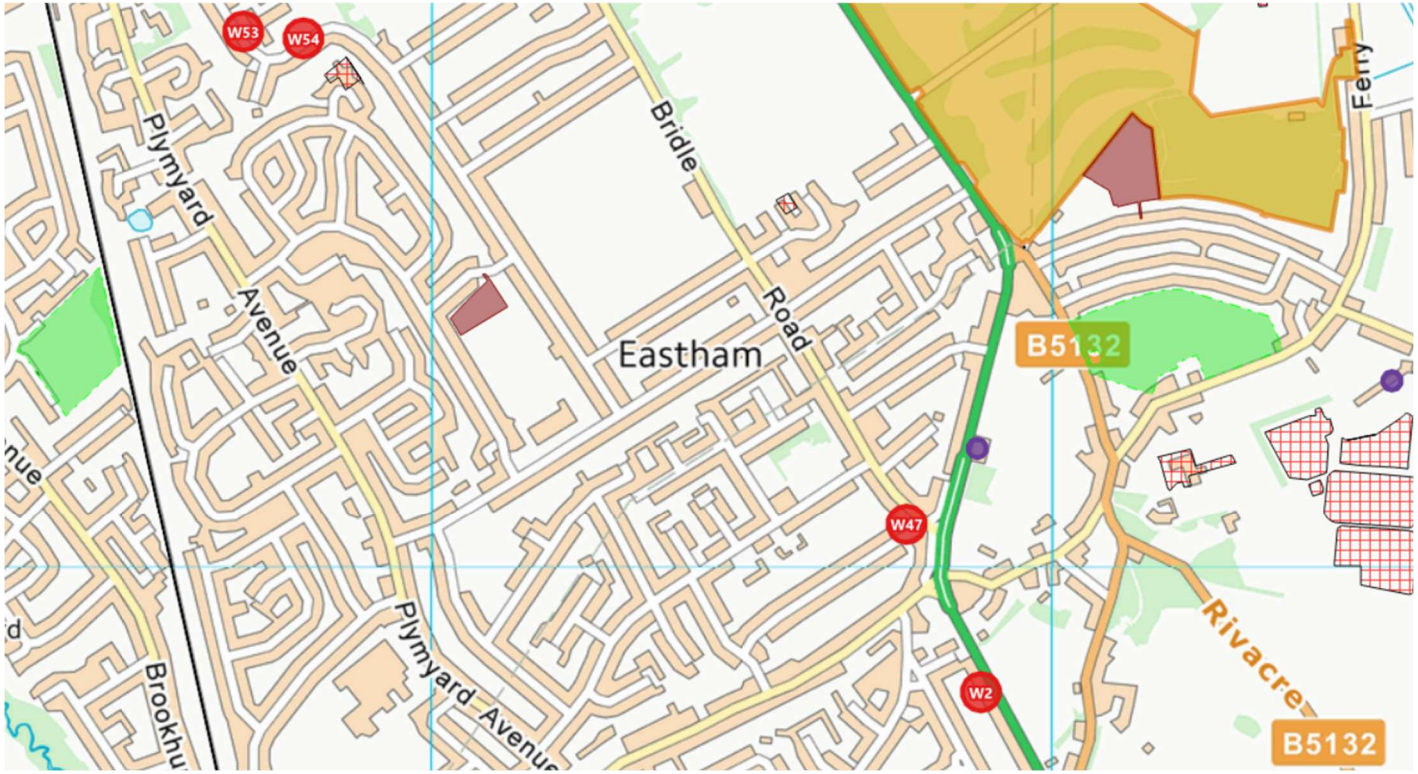
AURN Tranmere

CM1 – AURN Tranmere

Date: June 2026

Figure No. D2

Figure D.3 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

Location: Bromborough and Eastham

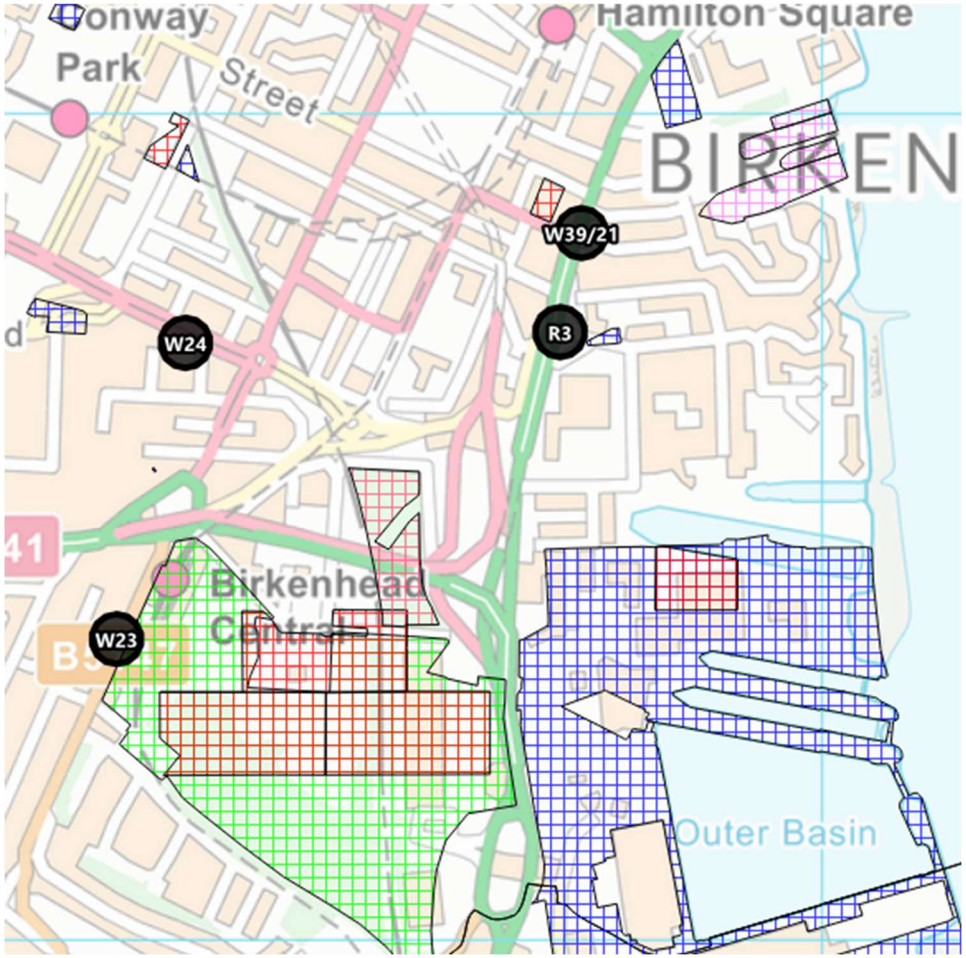
Diffusion Tube Locations

W2 – New Chester Road, Eastham
W47 – Bridle Road, Eastham
W53 – Moorland Avenue
W54 – Moorland Avenue

Date: June 2026

Figure No. D3

Figure D.4 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

Location: Birkenhead

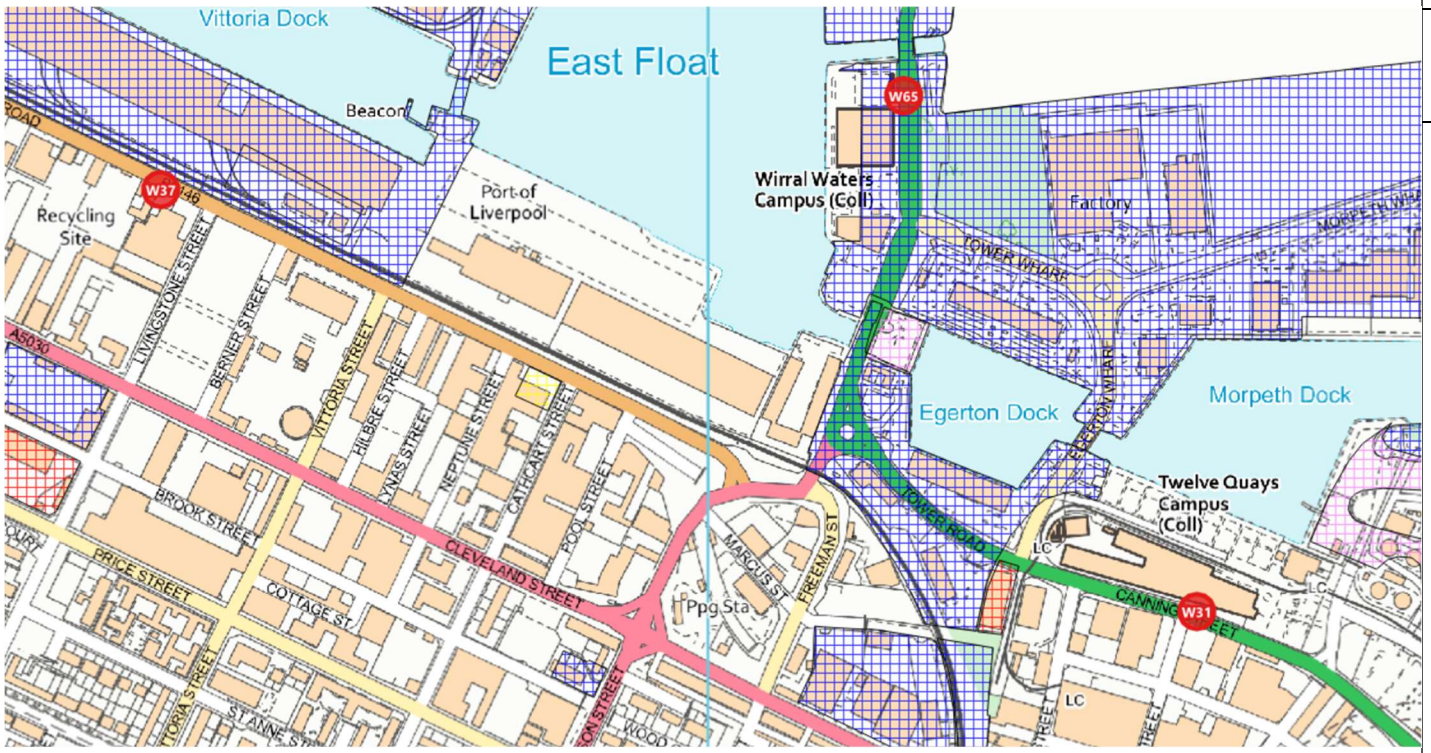
Diffusion Tube Locations

W23 – Argyle Street South
W24 – Conway Street
W39/21 – Chester Street

Date: June 2025

Figure No. D4

Figure D.5 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

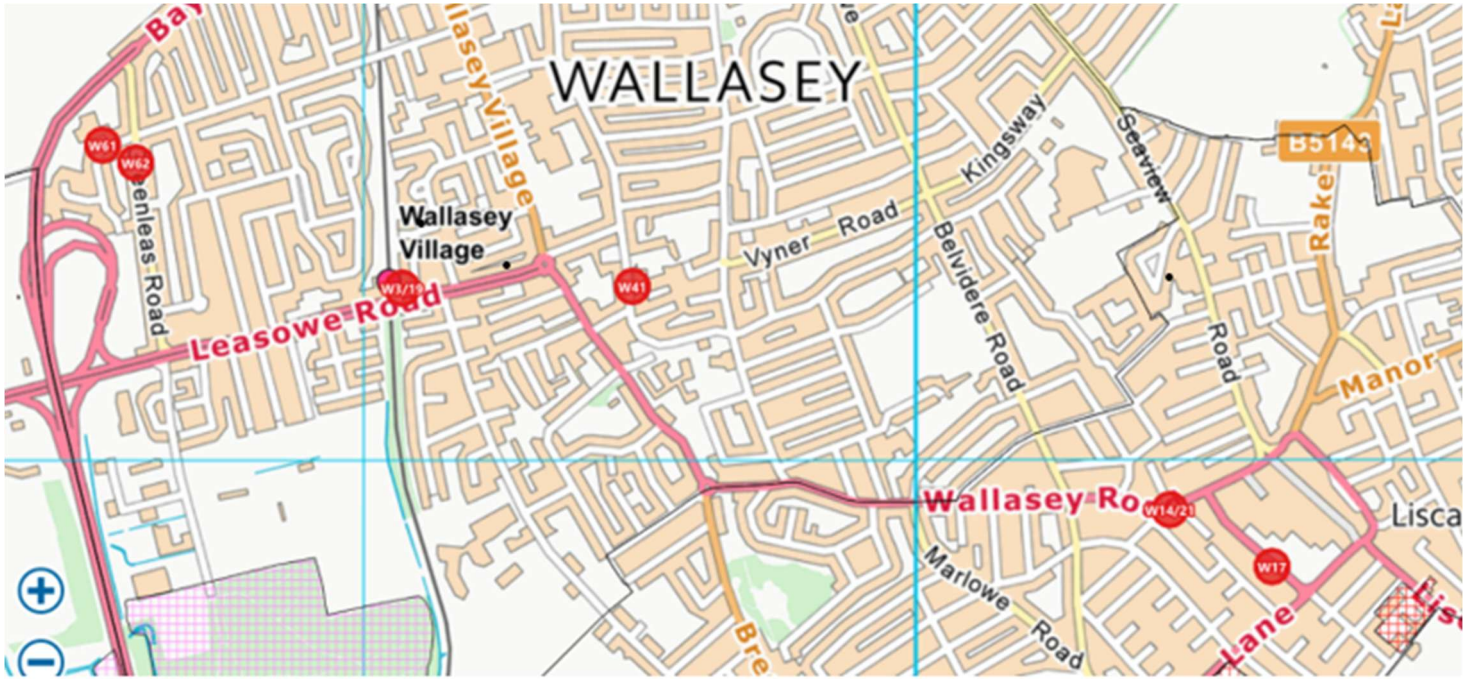
Location: Birkenhead

Diffusion Tube Locations

W31 – Canning Street
W37 – Corporation Road
W65 – Tower Road

Date: June 2025 | **Figure No. D5**

Figure D.6 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

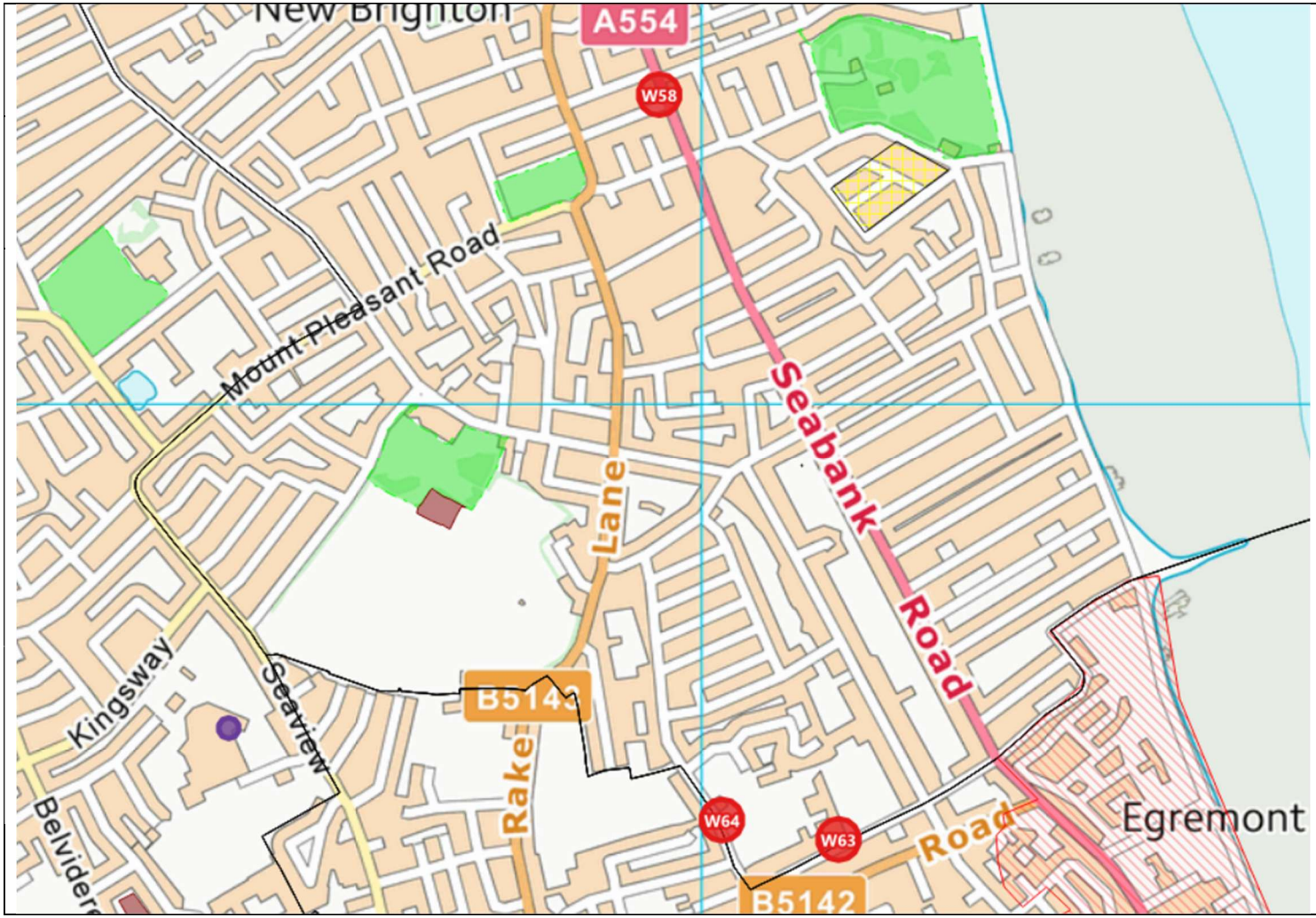
Location: Wallasey

Diffusion Tube Locations

W3/19 – Leasowe Road
W14/21 – Wallasey Road
W17 – St Albans Road
W41 - St Georges Road
W61 – Green Lane
W62 – Greenleas Road

Date: June 2025	Figure No. D6

Figure D.7 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

Location: Wallasey

Diffusion Tube Locations

W58 – Seabank Road
W63 – Manor Lane
W64 – Withens Lane

Date: June 2025	Figure No. D7

Figure D.8 – Map of Non-Automatic Monitoring Site

Legend

Diffusion tube location

Location: Woodchurch/ Upton

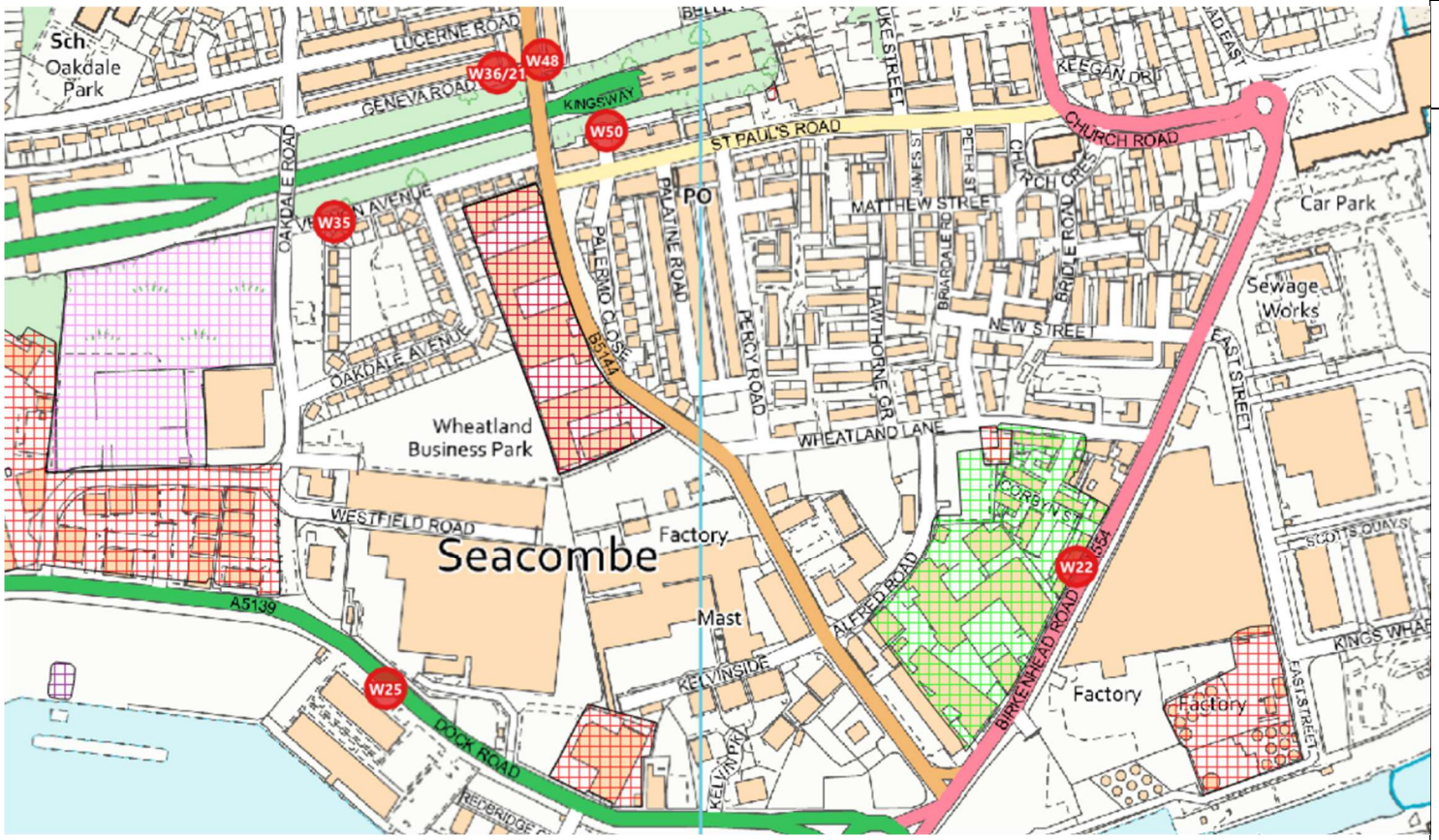
Diffusion Tube Locations

W15 – Arrowe Park Road, Woodchurch
W45 – Arrowe Park Rd, Upton

Date: June 2025

Figure No. D8

Figure D.9 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

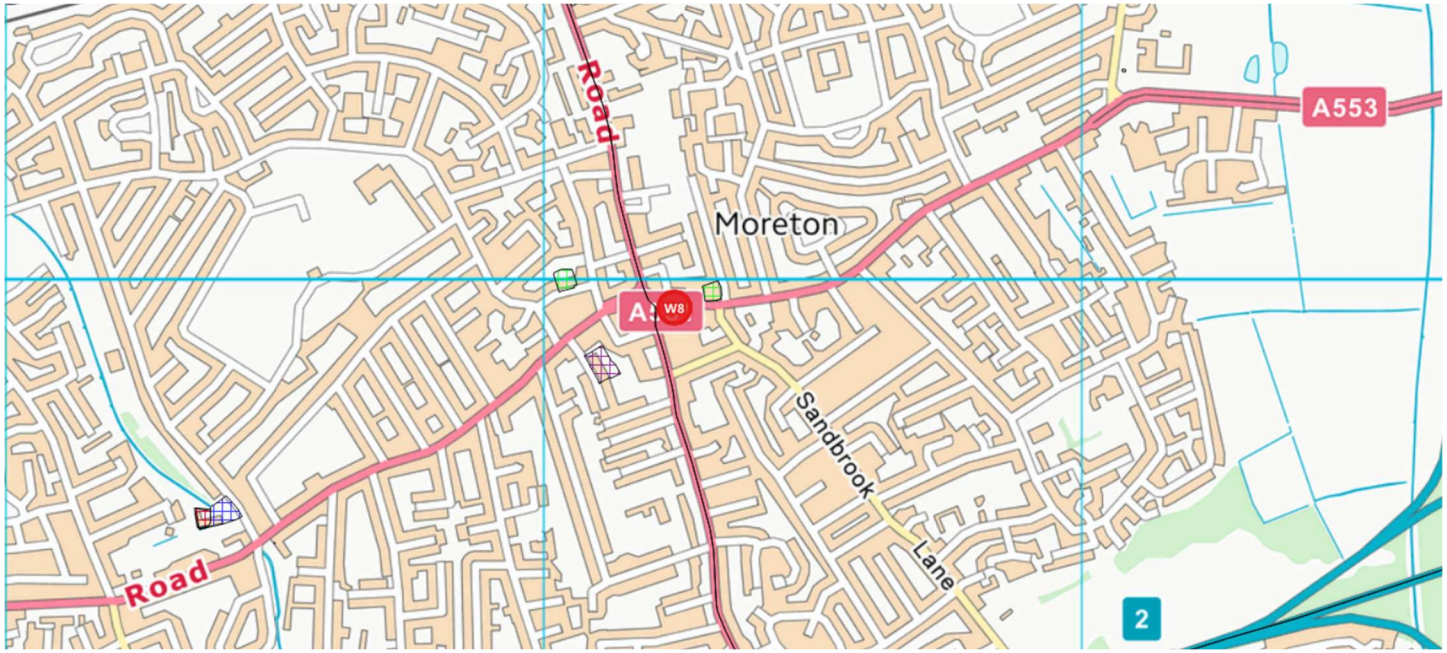
Location: Seacombe / Poulton

Diffusion Tube Locations

W22 – Birkenhead Road
W25 – Dock Road
W35 – Vernon Avenue
W36/21 – Geneva Road
W48 – Wheatland Lane
W50 – Parry Street

Date: June 2025 | **Figure No. D9**

Figure D.10 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

Location: Moreton

Diffusion Tube Locations

W8 – Moreton Cross, Moreton

Date: June 2025

Figure No. D10

Figure D.11– Map of Non-Automatic Monitoring Site

Legend

Diffusion tube location

Location: Heswall

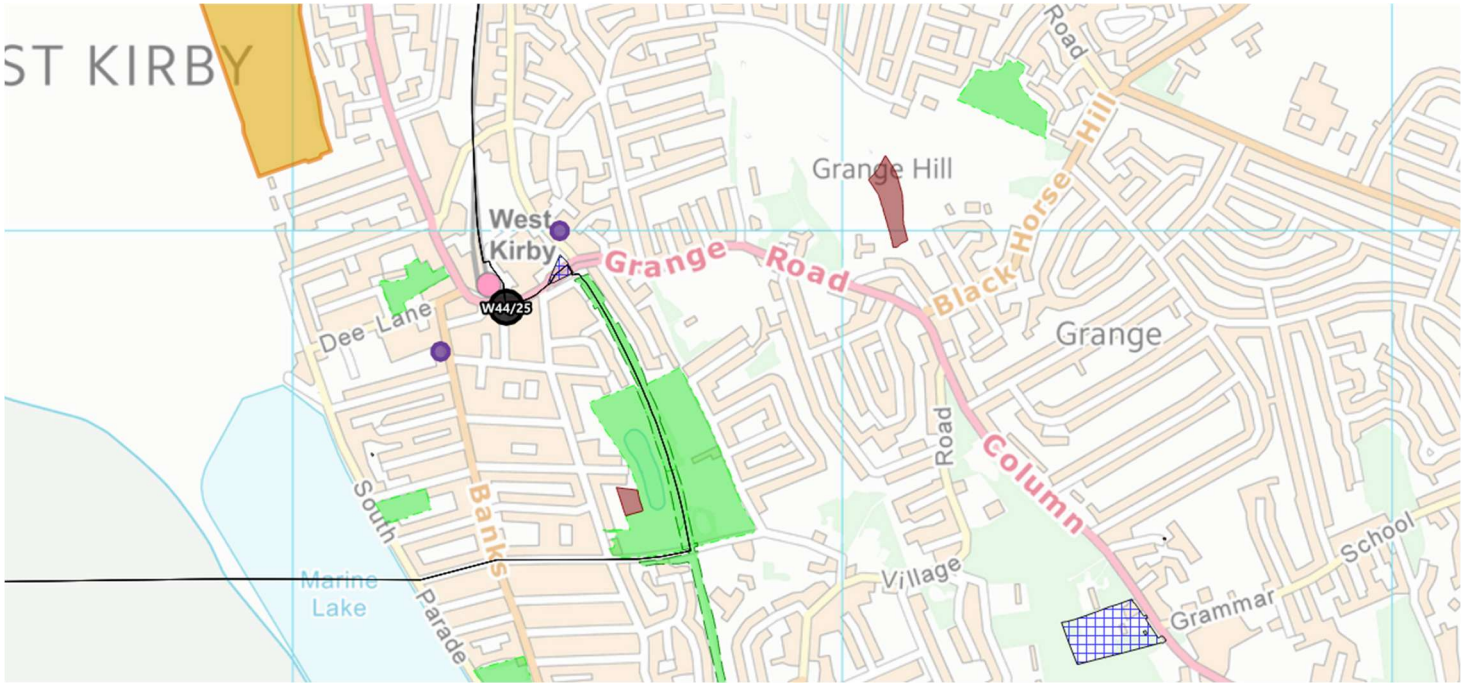
Diffusion Tube Locations

W32/25 – Telegraph Road, Heswall

Date: June 2025

Figure No. D11

Figure D.12 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

Location: West Kirby

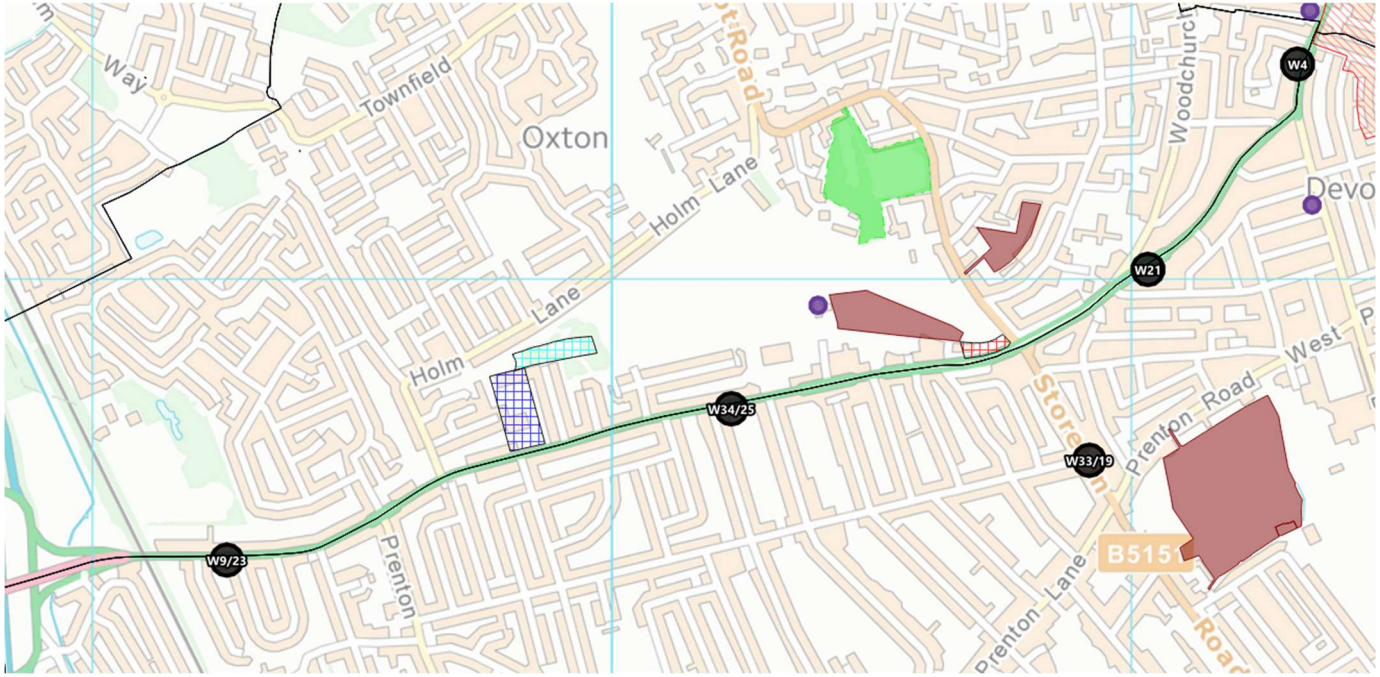
Diffusion Tube Locations

W44/25 – Grange Road, West Kirby

Date: June 2025

Figure No. D12

Figure D.13 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

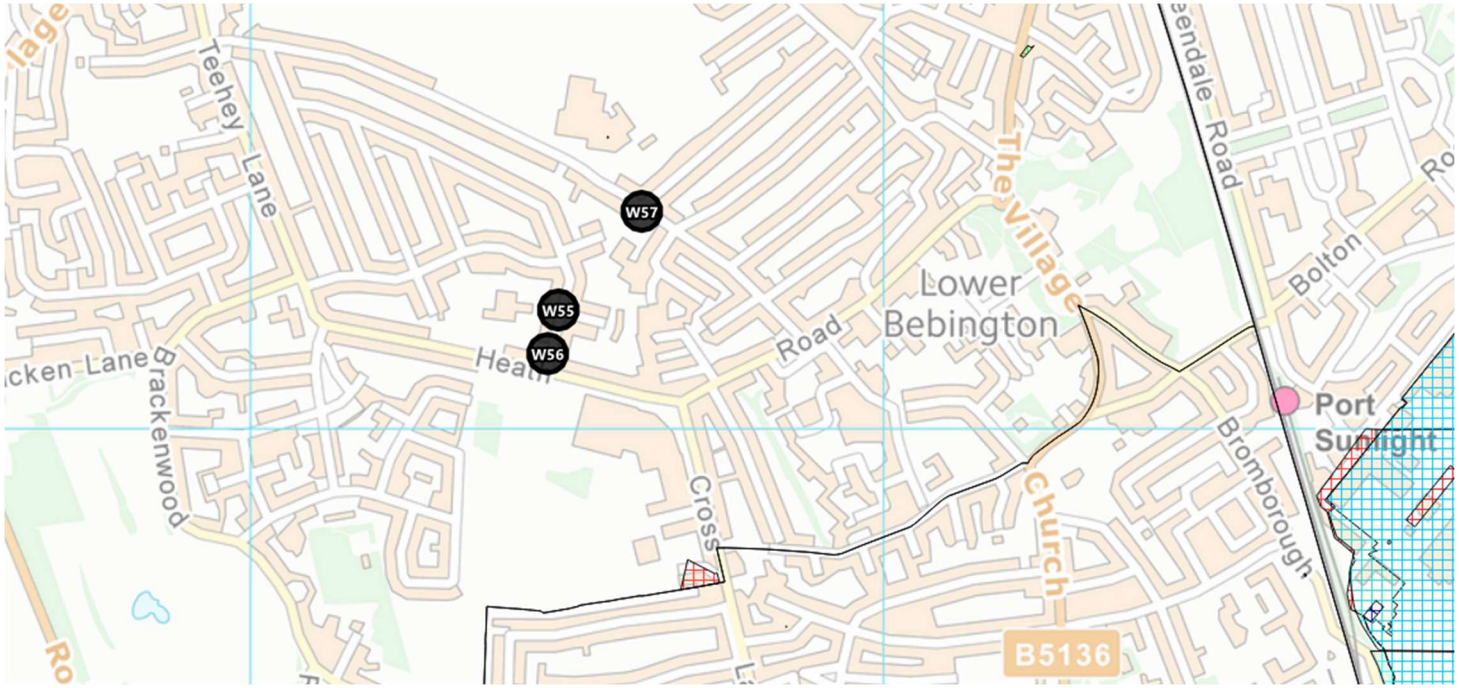
Location: Prenton

Diffusion Tube Locations

W4 – Borough Road
W9/23 – Woodchurch Road
W21 – Singleton Avenue
W33/19 – Storeton Road
W34/25 – Woodchurch Road

Date: June 2025	**Figure No. D13**

Figure D.14 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

Location: Higher Bebington

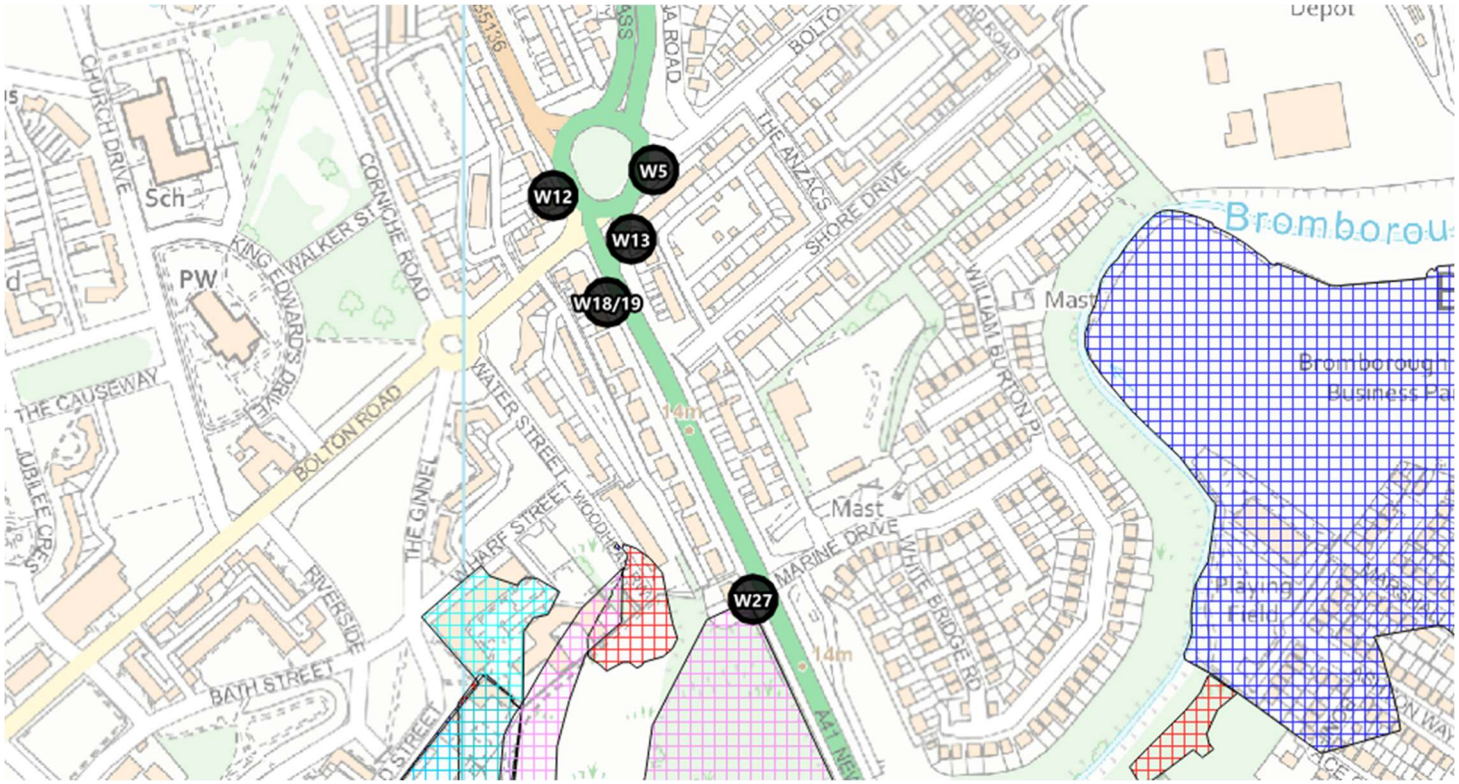
Diffusion Tube Locations

W55 – Norbury Ave
W56 – Norbury Ave
W57 – Pulford Road

Date: June 2025

Figure No. D14

Figure D.15 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

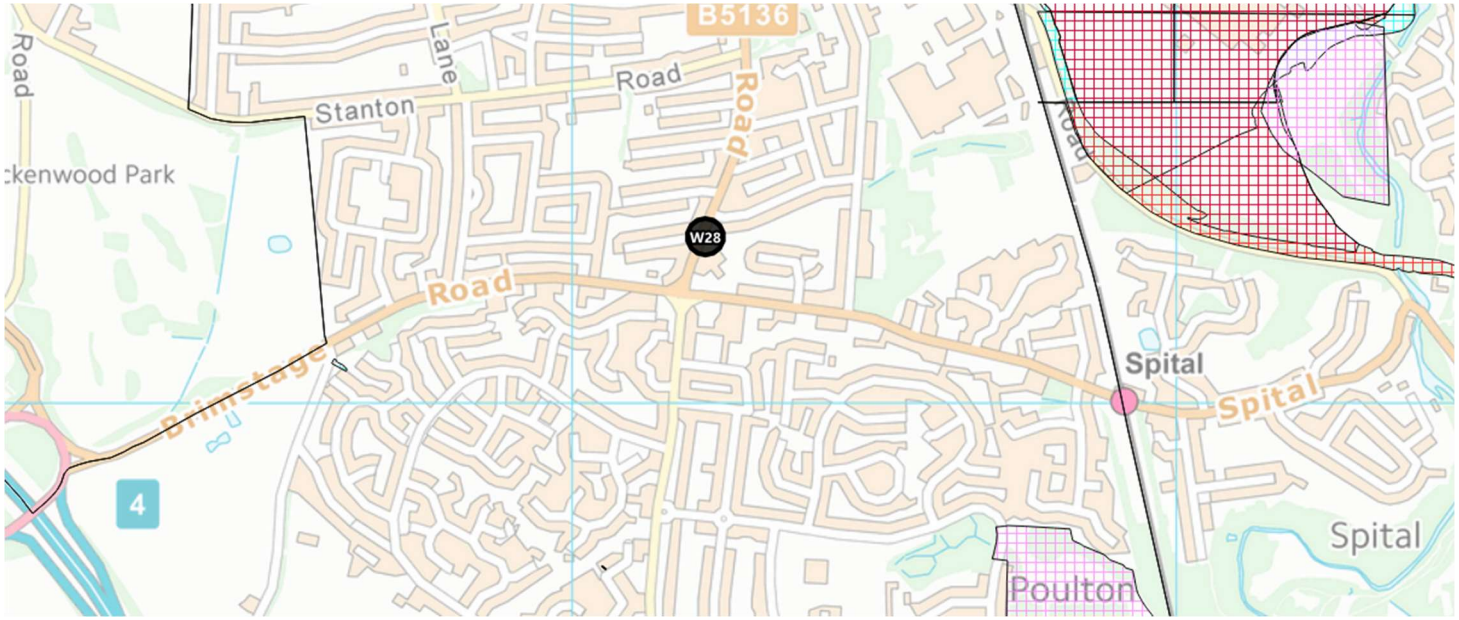
Location: A41 Port Sunlight

Diffusion Tube Locations

W5 – Bolton Road East
W12 – New Chester Road
W13 – New Chester Road
W18/19 – New Chester Road
W27 – New Chester Road

Date: June 2025	Figure No. D15

Figure D.16 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

Location: Higher Bebington / Bromborough

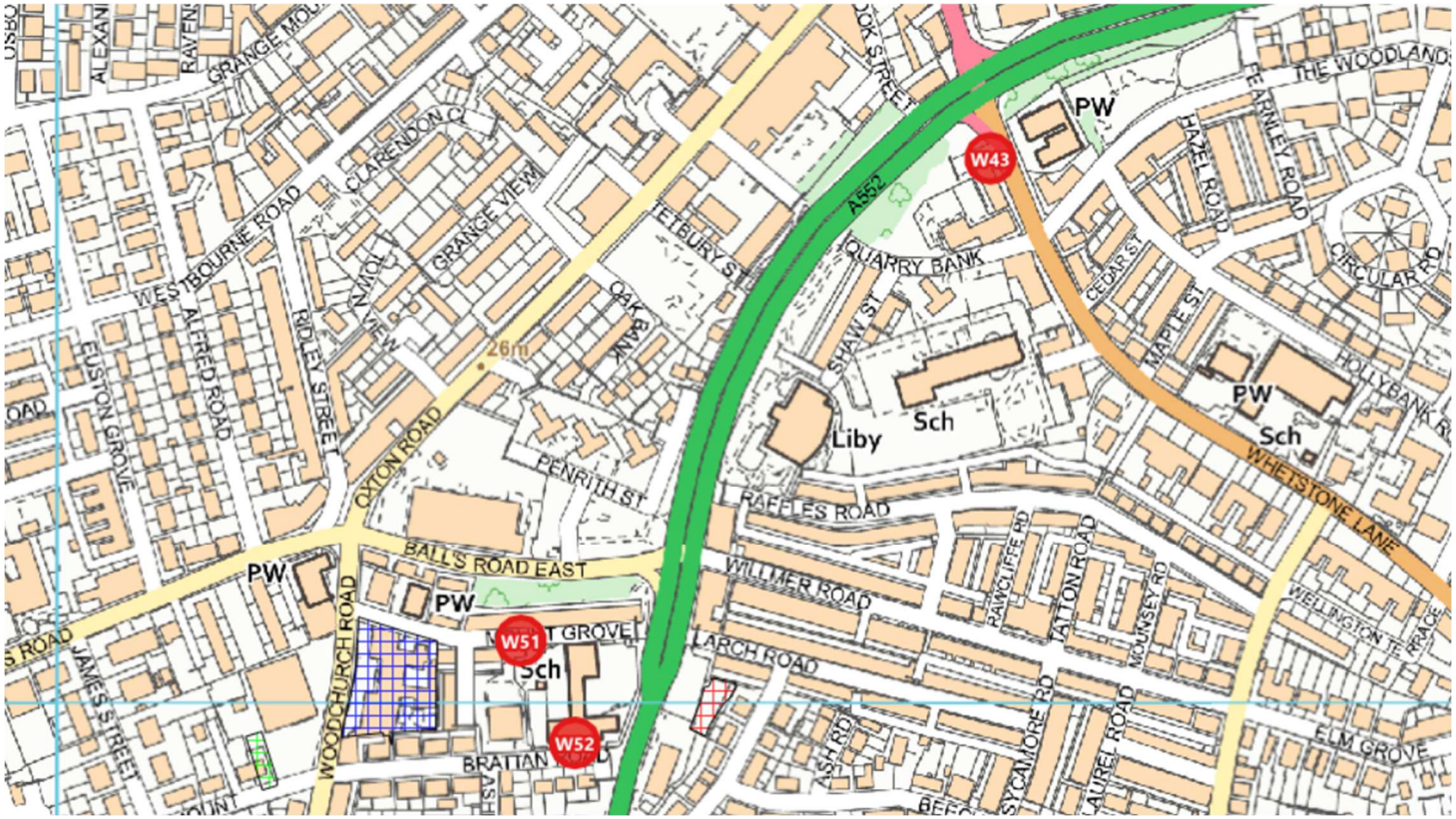
Diffusion Tube Locations

W28 – Church Road

Date: June 2025

Figure No. D16

Figure D.17 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

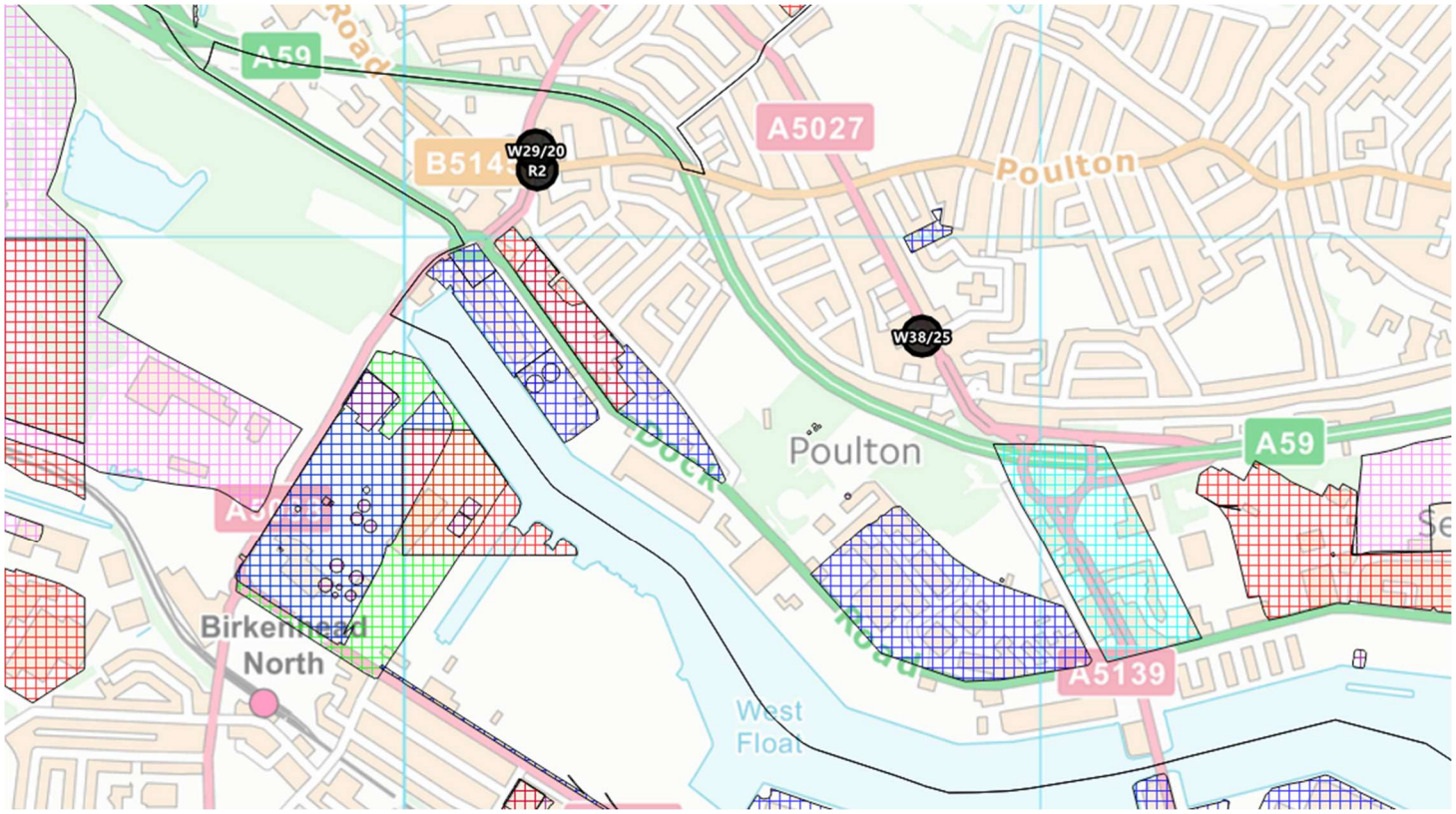
Location: Birkenhead

Diffusion Tube Locations

W43 – Whetstone Lane
W51 – Mount Grove
W52 – Brattan Rd

Date: June 2025 | **Figure No. D17**

Figure D.18 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

Location: Poulton

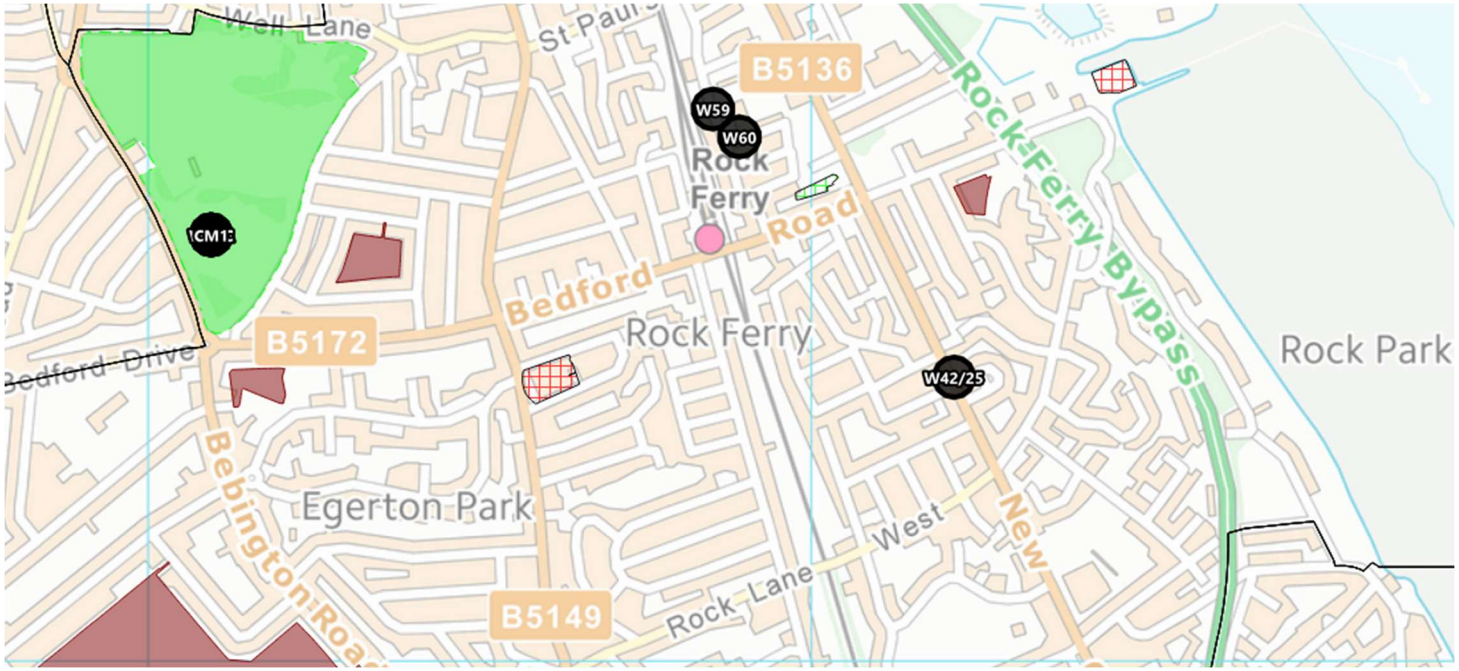
Diffusion Tube Locations

W29/20 – Mill Lane, Poulton
W38/25 – Gorsey Lane

Date: June 2025

Figure No. D18

Figure D.19 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

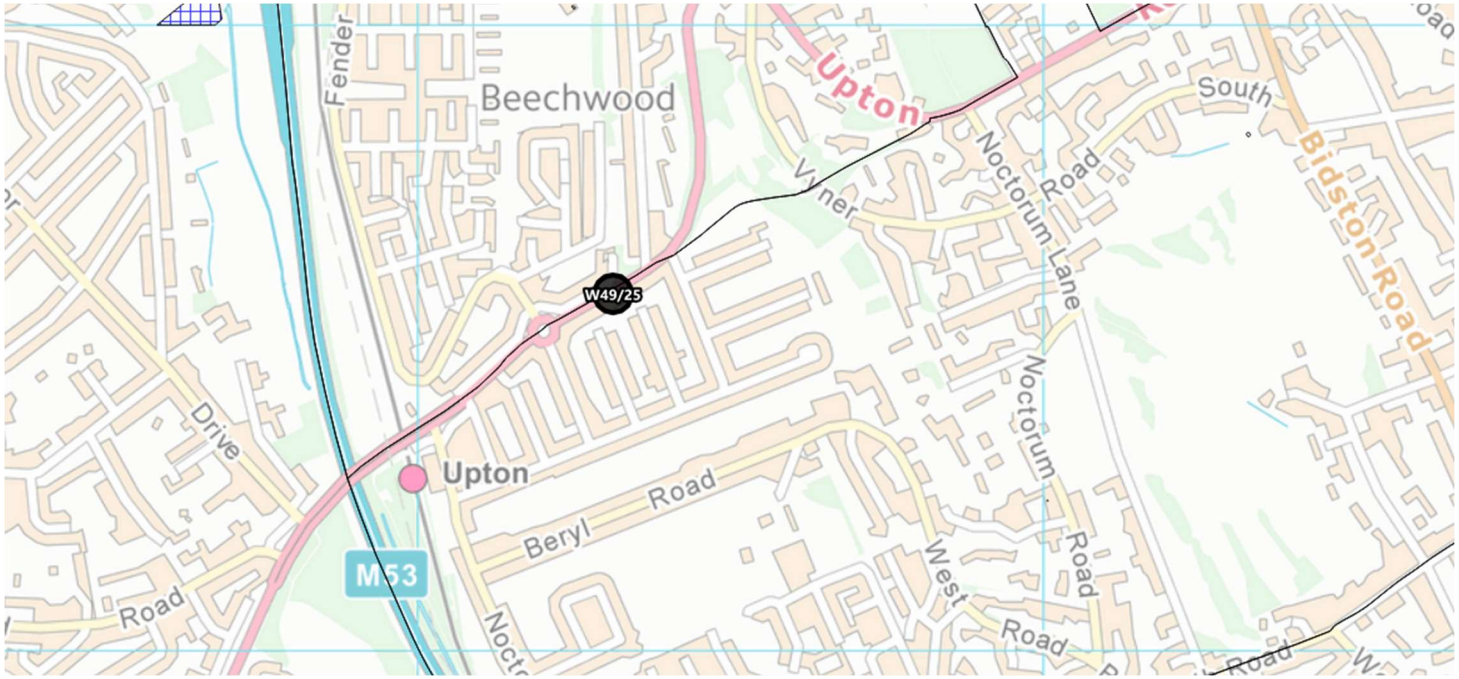
Location: Rock Ferry

Diffusion Tube Locations

W42/25 – New Chester Road, Rock Ferry
W59 – Lees Avenue, Rock Ferry
W60 – Ionic Street, Rock Ferry

Date: June 2025 | **Figure No. D19**

Figure D.20 – Map of Non-Automatic Monitoring Site



Legend

Diffusion tube location

Location: Upton

Diffusion Tube Locations

W49/25 – Upton Road

Date June 2026 **Figure No. 20**

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[2]

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

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

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
AQTECH	Air Quality Technical Group
ASR	Annual Status Report
AURN	Automatic Urban Rural Network
BREEAM	Building Research Establishment Environmental Assessment Method.
BSIP	Bus Service Improvement Plan
CA	Combined Authority
CMCU	Central Management and Co-ordination Unit
CATN	Core Active Travel Network
CATP	Combined Authority Transport Plan
CRSTS	City Region Sustainable Transport Settlement
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DLUHC	Department for Levelling up, Housing and Communities (renamed MHCLG in 2024)
EA	Environment Agency
ECEAP	Environment and Climate Emergency Action Plan
EU	European Union
FDMS	Filter Dynamics Measurement System
HVO	Hydrotreated vegetable oil
JSNA	Joint Strategic Needs Assessment
LAQM	Local Air Quality Management

Abbreviation	Description
LCR	Liverpool City Region
LCRCA	Liverpool City Region Combined Authority
LCWIP	Local Cycling and Walking Infrastructure
LSO	Local Site Operator
MHCLG	Ministry for Housing, Communities and Local Government
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NPPF	National Policy Planning Framework
PHE	Public Health England
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
PHOF	Public Health Outcome Framework
PT	Proficiency Testing
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide
UKHSA	UK Health Security Agency
UDP	Unitary Development Plan
UN	United Nations
WHO	World Health Organisation

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.