

WIRRAL COUNCIL

STREETSCENE & TRANSPORT SERVICES OVERVIEW AND SCRUTINY COMMITTEE –7 JUNE 2007

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

2007/08 LOCAL TRANSPORT CAPITAL PROGRAMME – ROAD SAFETY

1.0 EXECUTIVE SUMMARY

- 1.1 Further to my report on the Local Transport Capital Programme, which was considered and approved by Cabinet on 28th March 2007, this report sets out project details relating to proposed schemes within the areas of road safety, school travel, structural road maintenance, walking and cycling.
- 1.2 This report is included in the Forward Plan dated 1 June 2007.

2.0 BACKGROUND

- 2.1 Members will be familiar with the Local Transport Plan (LTP) for Merseyside, which sets out the transport strategy for Merseyside. The second LTP (LTP2) covers the period between 2006/07 and 2010/11 and contains a five year programme and a comprehensive set of performance indicators and targets.
- 2.2 On 28th March 2007, Cabinet approved my report (Minute 310) on the Local Transport Plan (LTP) Programme described how, in accordance with Government guidance, the new LTP is constructed to relate to four “shared priorities” – Road Safety, Congestion, Accessibility and Air Quality/Environment.
- 2.3 Consequently, the LTP programme for 2007/08 has been revised to match these priorities and more effectively reflect LTP objectives and policy areas.
- 2.4 At that meeting, Members were advised that, it was not possible to provide a breakdown of all elements of the programme due to the necessary level of analysis required for some budget heads. This report now brings to Members attention those budget heads and sets out the respective detailed projects for approval. These projects sit within the Road Safety “shared priority”.

3.0 ROAD SAFETY

- 3.1 This shared priority contains the more traditional types of scheme to reduce road accident casualties as well as those to ensure a safe and well-maintained highway asset. Road safety measures undertaken as part of the LTP strategy can also contribute to the Council’s road safety stretched target.
- 3.2 Road safety schemes can be split into two principal types: Those that meet accident reduction criteria and those that are not required to meet such criteria. The former are essential Local Safety Schemes (LSS) to reduce road accident casualties and can comprise of speed reductions schemes and

junction / route improvements. Non-criteria safety schemes include Safer Routes to School, street lighting and structural maintenance programmes. In order to enhance previous years' road safety programmes, a NEW budget heading of "Community Projects" has been included in the LTP capital programme for 2007/08 to fund initiatives such as "20 is Plenty" and recognise recent concerns raised by elected Members in this area.

- 3.3 This report sets out the projects proposed within a number of individual programmes which contribute to the overall Road Safety Shared Priority.

3.4 LOCAL SAFETY SCHEMES (£550,000)

- 3.4.1 **Appendix A (Table 1)** identifies those schemes from the 2006/2007 LSS programme which require funding. This relates to schemes/work which were not completed due to unforeseen difficulties or a delay (e.g. Statutory Undertakers works). These schemes still have accident/casualty records which will accord significant rates of return and will complement the overall LSS programme.

- 3.4.2 **Appendix A (Tables 2 and 3)** identify those new schemes for inclusion within the 2007/2008 programme. This list of new schemes is based upon the results of preliminary investigations by my Accident Investigation Unit into the accident records for each location, together with an overall initial assessment of the suitability for suggested remedial measures that can be economically justified based on the expected accident cost savings. Further detailed investigations will be required prior to any final scheme being designed.

- 3.4.3 This list has been prepared with initial estimates for the costing of such measures based upon recent experience, however it should be noted that final schemes will be subject to the costing of detailed designs and statutory undertakers works.

- 3.4.4 Table 3 identifies a reserve list of schemes for inclusion, should any of the schemes identified in Tables 1 or 2 be found to be not viable upon further detailed investigation; or be completed for less than the indicative cost. Should further funding become available or identified schemes be completed for less than the indicative cost, additional schemes, so far not identified, may be reported to a future meeting of the Streetscene and Transport Services Overview and Scrutiny Committee for approval.

- 3.4.5 The programme is designed to assist in delivering accident and casualty reductions relating to a number of Key, Best Value and Local Transport Plan performance indicators.

3.5 COMMUNITY SAFETY PROJECTS (£155,000)

- 3.5.1 Analysis of road accident data supplied to me by the Police can reveal locations where physical measures designed to disrupt rat-running or reduce the speed of vehicles such as chicanes or road humps/cushions could give a significant improvements in road safety.

- 3.5.2 My Accident Investigation Unit routinely investigates the pattern of all accidents occurring on Wirral roads over a rolling three-year study period to identify those areas where speed restriction schemes would offer good casualty savings.

- 3.5.3 By using the personal injury accident data base made available for the last 3 years by the Police, all roads on Wirral are automatically included for assessment.
- 3.5.4 Recommendations within this programme are based upon the criteria which has previously been approved by Committee (**Appendix B**). Schemes within this programme are specifically designed to address personal injury accidents which are susceptible to speed reduction measures. Other factors, such as emergency services' routes and the proximity of schools, are also taken into account.
- 3.5.5 **Appendix C (Table 4)** lists the schemes that I recommend to members be undertaken as physical speed reduction schemes - costing £85,000.
- 3.5.6 The reserve list **Appendix C (Table 5)** identifies areas which currently meet the criteria and could be progressed if any recommended scheme is found to be not viable upon further detailed investigation, or be completed for less than the indicated cost.
- 3.5.7 Petitions for traffic calming which have been received since I last reported to Committee in April 2005 are listed in **Appendix D (Table 6)**. The petitioners have been informed of this meeting of your Committee.
- 3.5.8 I am conscious of Members desire to provide a range of alternative "softer" means which may also have some effect on changing motorists perception of speed. Initiatives such as Community Speedwatch (run in conjunction with Merseyside Police using community volunteers to monitor and report inappropriate speed), together with additional signage and media marketing are currently being explored.
- 3.5.9 Prior to arranging a number of fact-finding visits to other areas of the UK, I intend to hold a workshop for members of this committee together the Cabinet member for Transport and colleagues from the Police to discuss the range of measures available. £70,000 has been set aside for this purpose in this year's Community Safety Projects programme.

3.6 CABINET RESOLUTION – AREA FORUM ISSUES

- 3.6.1 Senior officers from my Department have engaged with each of the eleven Area Forums in the June 2006 cycle of meetings.
- 3.6.2 Nine out of the eleven Area Forums decided that the whole of the Integrated Transport Block allocation should remain at the centre for use on a borough-wide basis. Bromborough & Eastham and Heswall, Pensby & Thingwall Area Forums expressed a desire to have a share of the budget allocated locally.
- 3.6.3 It was noted that this would mean that the two Area Forums would receive 1/11th each of the Integrated Transport Block for local allocation and that any projects within those areas above that level of funding would not be able to proceed.
- 3.6.4 I am expecting suggestions at the June 2007 cycle of Area Forums, which will be considered, where appropriate, along with the recommendations made within this report.
- 3.6.5 Suggestions already received from some of the Area Forums have already been considered along with all other requests for Speed Reduction and Aids to Movement schemes. Requests for Speed Reduction schemes

are included within a separate report to this Committee. The remaining initiatives within the Aids to Movement programme are considered below.

3.7 SAFER ROUTES TO SCHOOL SCHEMES

- 3.7.1 During 2005 the Department for Transport and Department for Education and Skills made additional funding available to local authorities for staff resources to assist in the development of school travel plans for 2005 and 2006. To meet the Government's aim for all schools to have developed a travel plan by 2010, I have employed three school travel plan co-ordinators to work alongside TravelWise on this initiative.
- 3.7.2 During 2006/07 we submitted an additional 35 School Travel Plans to DfT for evaluation and application of a reward grant. Bringing the total number of schools having adopted their first School Travel Plan to 71.
- 3.7.3 In support of the issues arising from school travel plans, physical measures (identified in **Appendix E - Table 7**) have been introduced during 2006/07 funded from the Safer Routes to Schools (SRTS) allocation of the Transport Capital Allocation.
- 3.7.4 Although some of the schools we have worked with have submitted their first school travel plan a number of years ago, my officers and TravelWise are still supporting these schools as Safer Routes to School initiatives need encouragement to maintain the benefits of a modal shift away from the private motor car.

3.8 PROPOSED SAFER ROUTE TO SCHOOL SCHEMES (£125,000)

- 3.8.1 A number of schools that have been working on School Travel Plans during 2005/06 and 2006/07 have either submitted completed drafts or are to do so during the current year. Proposals for SRTS schemes to support these schools as well as those who have already completed a STP are briefly detailed below, and tabulated in **Appendix E (Table 8)**:-

Eastham Rake/Plymyard Avenue, Eastham – The introduction of a puffin crossing with footway alterations and guardrail will benefit the community split by Eastham Rake and provide a safer crossing point for children and parents walking to Millfields Primary School with South Wirral High School. A childrens playground is also adjacent to Millfields Primary School.

Downham Road South/Whitfield Lane, Heswall – With two walking buses already in operation the introduction of a school warning sign with a flashing amber light unit will aid road safety along its route and assist my school crossing patrol at this difficult crossing point.

Westbourne Road/Church Road, West Kirby – Footway buildouts and a Traffic Regulation Order to eliminate parking at or near the junctions will provide better visibility for pedestrians on the way to and from school and will therefore improve road safety.

School Hill; Thurstaston Road; Dawstone Road; The Mount – School warning signs with flashing amber light units along with designated walking areas on the road for pedestrians will be introduced to assist pedestrians on their route to school. A traffic regulation Order in the form of a single yellow lines will be provided to eliminate parking during restricted hours.

Northwood Road, Prenton – Pedestrian barrier rail will be introduced outside the school to reduce the potential hazard of children exiting the school straight out onto the road and colliding with vehicles.

Townfield Lane, Noctorum – The introduction of a puffin crossing on the bend outside the school along with a traffic regulation order in the form of double yellow lines to prevent parking within the vicinity to improve visibility of pedestrians crossing, will assist pedestrians.

Old Chester Road, Bebington – A school warning sign with a flashing amber light unit along with a designated school bus bay carriageway marking to assist the well used school bus service.

Vaughan Road/Dalmorton Road, New Brighton – Pedestrian barrier rail will be introduced outside the school to reduce the potential hazard of children exiting the school straight out onto the road and colliding with vehicles.

Kylemore Drive, Pensby – Footway markings to assist and encourage children to follow the safest routes to school.

Contribution to Sustrans for Bike It project, Wirral Wide - This scheme links the National Sustrans sustainable to local initiatives to promote and encourage cycling to schools, for a number of schools who while developing their School Travel Plans have shown additional commitment to cycling.

Support measures to assist promotion of SRTS schemes – As in previous years, it is also proposed that £16,000 is made available to assist School Travel Plan Co-ordinators in developing initiatives which encourage parents and children to engage in such schemes and choose more sustainable methods of travel to school.

3.9 SCHOOLS EMBARKING ON TRAVEL PLANS 2007/08

3.9.1 Walking Buses have captured the imagination of children in schools across the UK and several of the above schools have already expressed a desire to set up walking routes. Such enthusiasm is encouraged and in some circumstances schools have set up Walking Buses prior to or whilst partway through developing their School Travel Plan.

3.9.2 Whilst walking busses are seen almost as the model of environmentally friendly school travel, they do require a significant degree of commitment from:

- My road safety team in terms of route assessments and pedestrian skills training;
- Volunteers (usually parents) to set up and, continue to operate on any regular basis.

In some cases, despite the hard work of childrens parents, schools and Officers walking busses have not been continued. My officers will continue to strive to ensure that such initiatives receive support.

3.10 SAFER ROUTES TO SCHOOLS –LOCAL PERFORMANCE INDICATORS (PI's)

3.10.1 A number of performance indicators have also been included within the Council's Statement of Intent:

- PI 3023 measures the number of walking busses in operation. Currently 26 walking bus routes are in operation. It is hoped that the SRTS programme will encourage a further two routes this year.
- PI 3024 measures the percentage of 5 to 10 year olds attending schools covered by an adopted school travel plan.

Performance against these indicators is on target and detailed in Appendix E Tables 9 and 10 respectively.

4.0 FINANCIAL AND STAFFING IMPLICATIONS

4.1 The schemes will be financed from the allocation within the Transport Capital Allocation within the various headings.

4.2 Existing staff resources will be used for the detailed investigation, design and supervision of these schemes. Future maintenance costs will be met from the Highway Maintenance Revenue Budget.

5.0 LOCAL AGENDA 21 IMPLICATIONS

5.1 A number of schemes within the programme will assist pedestrian movements and thereby support a reduction on the reliance upon the private motor vehicle, which is an aim of national and local policies and is identified within the Local Transport Plan.

5.2 Detailed design work may require local consultation as the programme is further developed.

6.0 LOCAL MEMBER SUPPORT IMPLICATIONS

6.1 This report has potential implications for all wards.

7.0 EQUAL OPPORTUNITIES IMPLICATIONS

7.1 There are no specific ethnic minority, elderly persons or equal opportunities implications arising directly out of this report. Some schemes will be of particular benefit to children, the elderly, persons with disabilities and pedestrians.

8.0 PLANNING IMPLICATIONS

8.1 There are no specific implications arising directly from this report.

9.0 COMMUNITY SAFETY IMPLICATIONS

9.1 The Local Safety Scheme programme is designed to complement the Council's corporate objectives of: "Making Wirral Safer" and "Improving Transport".

10.0 HUMAN RIGHTS IMPLICATIONS

10.1 There are no specific implications arising directly from this report.

11.0 ACCESS TO INFORMATION ACT

11.1 Exempt information has been used in the preparation of this report.

12.0 RECOMMENDATIONS

12.1 That your Committee endorse and refer to Cabinet for approval the programmes of:

- Local Safety Schemes as outlined in Section 3.4;
- Community Safety Projects as outlined in Section 3.5; and
- Safer Routes To Schools Schemes as outlined in Section 3.8.

12.2 That suggestions received following the June 2007 cycle of Area Forums be considered and, where appropriate, the Director of Technical Services be authorised to select a suitable alternative to the recommendations made within this report in consultation with the party spokespersons.

12.3 That it be a recommendation to Cabinet that in the event it proves impractical to proceed with an approved scheme or unallocated finance becomes available, the Director of Technical Services be authorised to select a suitable alternative from the reserve list in consultation with the party spokespersons.

12.4 That the petitioners' concerns are noted and that they are advised of this year's identified priorities.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

Capital Programme 2006/2007 – Local Safety Schemes

Commitment Carried Forward to 2007/2008

No.	Location	Commitment
1	Dock Road (Route Action) Seacombe Ward	£53,000
2	Hoylake Road/Fender Lane, Moreton (New Junction Layout) Leasowe & Moreton East Ward	
3	Serpentine Road, Liscard Ward Traffic Calming Liscard Ward <i>Following further detailed design and costings this reflects an increased Commitment from 2006/2007 programme for the scheme previously approved.</i>	£57,000
		£110,000

Capital Programme 2007/2008 – Local Safety Schemes

No.	Location	No. of accidents	No. of susceptible accidents	% First Year Rate of Return	Estimated Cost
1	Barnston Road, (Telegraph Road – Gills Lane), Barnston (Route Action) Heswall and Pensby & Thingwall Wards	20	10	780	£40,000
2	Telegraph Road (Church Lane – Grammar School Lane, Thurstaston (Route Action) West Kirby & Thurstaston Ward	23	9	562	£50,000
3	Saughall Massie Road, Saughall (Signs, Lines & TRO) Hoylake & Meols, Greasby, Frankby & Irby and West Kirby & Thurstaston Wards	7	5	390	£40,000
4	Station Road, Storeton (Speed Reduction Measures) Bebington and Pensby & Thingwall Wards	11	10	390	£80,000
5	Livers Causeway, Storeton (Signs & TRO) Prenton and Bebington Wards	4	3	312	£30,000
6	New Chester Road/Poolbank Road Area, New Ferry (Buildouts, Lines & TRO) Bromborough Ward	5	4	312	£40,000
7	Shrewsbury Road/Alton Road, Oxtan (Signs, Lines & TRO) Oxtan Ward	7	6	312	£60,000
8	Thingwall Road, Irby (Speed reduction Measures) Pensby & Thingwall and Greasby, Frankby & Irby Wards	5	4	312	£40,000
9	Irby Road, Pensby (Pedestrian Crossing) Pensby & Thingwall Ward	8	4	208	£60,000
					£440,000

Capital Programme 2007/2008 – Local Safety Schemes

Reserve List

No.	Location	Estimated Cost.
10	Surface Treatment- Various (Zebras, Pelicans and Bends	£7,500 per site
11	High Visibility Guard Rail – Various sites Borough Wide	£1,000 to £4,000 per site

TRAFFIC CALMING CRITERIA

1. Sites will not be considered for physical measures such as vertical or horizontal deflections on emergency services priority routes – unless specific approval can be gained.
2. Only sites capable conforming to the Highways (Road Humps) Regulations 1996 and current Department of Transport, Local Government and the Regions advice on design and placement of measures will be considered.
3. Sites must have a personal injury accident record which would be improved by the introduction of traffic calming measures or be adjacent to existing areas where a comprehensive inclusive zone can be implemented.
4. Traffic calming measures may also be considered in support of specific initiatives, such as home zones; cycling and safer routes to schools where such schemes may not be justified on their existing personal injury accident record.

Programme of Speed Reduction Schemes 2007/08

TABLE 4

No	Site	Total Number of PIA's ¹	Number of Susceptible PIA's ²	Length of Road (to nearest 50m)	Calculated Rate of Return ³	Est'd ⁴ Cost of Scheme £'s
1	Cleveley Road Area, Meols. (Hoylake & Meols Ward) Comprising: Cleveley Road; Derwent Road; Station Approach & Lyndhurst Road	4	2	1000	284%	22000
2	St. Peters Way Area, Noctorum. (Claughton Ward) Comprising: St Peters Way; Neville Close; Newport Close; Naseby Close; Netherfield Close; Needham Crescent; Norris Close; Newark Close & Norfolk Close.	3	2	950	312%	20000
3	Martins Lane Area, Liscard. (Liscard Ward) – Scheme adjacent and linked to adjacent Local Safety Scheme Comprising: Martins Lane; Hawarden Avenue; Oxford Road; Empress Road; Chatsworth Avenue; Eaton Avenue; Central Park Avenue & Ferndale Avenue.	9	4	2000	125%	43000
					Total	85000

Reserve List

TABLE 5

4	Edinburgh Road Area, Liscard . (Liscard Ward) Comprising: Edinburgh Road; Daventree Road; Caldly Road; Kenwyn Road & Arnside Road.	2	2	1300	83%	75000
5	Lyndale Road Area, Eastham. (Eastham Ward) Comprising: Lyndale Avenue; Grampian Way; Athol Drive; Renfrew Avenue; Berwick Avenue; Paisley Avenue; Glenburn Avenue; Adaston Avenue; Avondale Avenue; Wensleydale Avenue & Darleydale Drive.	3	3	2750	59%	159000
6	Moreton Area* (Leasowe & Moreton East Ward) Comprising: Stavordale Road ⁵ ; Chapelhill Road ⁵ ; Stuart Avenue; Burnley Road; Wimbrick Hey; Sedgfield Road; Fender View; Pine Tree Grove ⁵ ; Carnsdale Road; Sandbrook Lane; Glebelands Road; Wyvern Road; Grampian Avenue; Napier Drive; Grampian Way; Pembroke Avenue; Chirk Way & Croft Drive ⁵ .	5	2	6350	17%	368000
7	New Ferry Road Area, New Ferry* (Rock Ferry and Bromborough Wards) Comprising: New Ferry Road ⁵ ; The I Road; Beverley Road; Henthorne Rc Road; Tilstock Avenue & Thorburn R	5	1	3230	17%	187000
					Total	789000

* Site for which petition received.

¹ PIA – Personal Injury Accident rec

² Accidents which could be saved by

³ Estimated First Year Rate of Retur

⁴ Preliminary estimation of cost with no detail or survey work undertaken during 3 year study period. based on length of road.

APPENDIX C

ier Road; Ingleby Road; Woodford Road; Cecil
field Road; Irvine Terrace; Boulton Avenue; Easton

y Merseyside Police
duction of Speed Reduction Measures.
l on potential accident savings.

Petitions Received for Speed Reduction Schemes

TABLE 6

No	Location	Total Number Of PIA's ¹	Number Of Susceptible PIA's ²	Remarks
1	Church Road, Bebington (Clatterbridge Ward)	0	0	No accident saving to be achieved
2	Curzon Road, Prenton (Prenton Ward)	0	0	No accident saving to be achieved
3	Heather Brow & Lingdale Road, Claughton (Claughton Ward)	0	0	No accident saving to be achieved
4	Moreton Area (Leasowe & Moreton East Ward) Comprising: Beech Road; Elm Road; Ash Road & Oak Road.	5	2	Location included in reserve list 07/08
5	New Ferry Road Area, New Ferry (Rock Ferry and Bromborough Wards) Comprising: New Ferry Road; The Dell; Napier Road; Ingleby Road; Woodford Road; Cecil Road; Beverley Road; Henthorne Road; Sandfield Road; Irvine Terrace; Boulton Avenue; Easton Road; Tilstock Avenue & Thorburn Road	5	1	Location included in reserve list 07/08
6	Saughall Massie Road, West Kirby (Hoylake & Meols, Greasby, Frankby & Irby and West Kirby & Thurstaston Wards)	7	4	Emergency Services Priority Route
7	Sheen Road, New Brighton (New Brighton Ward)	0	0	No accident saving to be achieved
8	Sunfield Road & Lombard Road Area, (Leasowe & Moreton East Ward)	0	0	No accident saving to be achieved
9	Thingwall Road, Irby (Greasby, Frankby & Irby and Pensby & Thingwall Wards)	5	3	Emergency Services Priority Route Location included in LSS Programme

Requests for Speed Reduction Schemes referred by Area Forums

10	Martins Lane, Wallasey (Liscard Ward) - East Wallasey (Liscard/Seacombe) Forum	6	2	Martins Lane (part) included in Table 4 Recommended Speed Reduction Schemes
11	Rake Lane, Wallasey (Liscard and New Brighton Wards) - East Wallasey (Liscard/Seacombe) Forum	7	1	Emergency Services Priority Route
12	Trinity Road, Wallasey (Liscard Ward) - East Wallasey (Liscard/Seacombe) Forum	0	0	No accident saving to be achieved
13	Thingwall Road, Irby (Greasby, Frankby & Irby and Pensby & Thingwall Wards) – Greasby/Frankby/Irby, Upton, Woodchurch Forum	5	3	Emergency Services Priority Route Location included in LSS Programme
14	Coombe Road, Irby (Greasby, Frankby & Irby Ward) – Greasby/Frankby/Irby, Upton, Woodchurch Forum	2	0	No accident saving to be achieved
15	Mill Lane, Irby (Greasby, Frankby & Irby Ward) – Greasby/Frankby/Irby, Upton, Woodchurch Forum	0	0	Emergency Services Priority Route No accident saving to be achieved
16	Waterpark Road, Prenton (Prenton Ward) – Oxton and Prenton Forum	2	1	Emergency Services Priority Route
17	Prenton Dell Road, Prenton (Prenton Ward) – Oxton and Prenton Forum	2	0	Emergency Services Priority Route No accident saving to be achieved

¹ PIA – Personal Injury Accident recorded by Merseyside Police during 3 year study period.

² Accidents which could be saved by the introduction of *Speed Reduction Measures*

2006/07 Safer Routes To Schools Programme

SCHOOL	WARD	MEASURES
St. Georges Primary School	Wallasey	Cycle storage shelter, signs & carriageway markings
Irby Primary School	Greasby, Frankby & Irby	Cycle storage racks
Pensby Park Primary School	Pensby & Thingwall	Cycle storage shelter
Hillside Primary School	Cloughton	Cycle storage shelter
Dawpool Primary School	West Kirby & Thurstaston	TRO to discourage parking, reduce congestion and improve access to school
Mount Primary School	Wallasey	Pedestrian barrier rails, bollards & TRO's
Grove Street Primary School	Bromborough	Footway improvements & cycle storage
Liscard Primary School	New Brighton	Traffic calming measures
Thornton Hough Primary School	Clatterbridge	Traffic calming & 20mph zone

Table 8

Proposed Safer Routes To School Schemes 2007/08

SCHOOL & LOCATION OF MEASURES	WARD	SCHEME	ESTIMATED COST
Millfields Primary and South Wirral High Schools Eastham Rake/Plymyard Avenue	Eastham	Puffin crossing, footway alterations and pedestrian barrier rail	£25,000 ¹
Heswall Primary School Downham Road South/Whitfield Lane	Heswall and Pensby & Thingwall	School warning sign with flashing amber light unit	£ 4,500
St. Bridget's CE Primary School Westbourne Road/Church Road & Church Road/Carpenters Lane	Hoylake & Meols and West Kirby & Thurstaston	Footway improvements, pedestrian refuge & TRO's	£ 29,900
St Peters CE Primary School School Hill; Thurstaston Road; Dawstone Road; The Mount Lower Heswall	Heswall	School warning sign with flashing amber light unit, TRO & designated pedestrian walking area on road	£14,500
Townfield Primary School Townfield Lane, Bebington	Oxton	Puffin crossing & TRO	£12,800 ²
Hilbre High School Frankby Road, Grange	West Kirby & Thurstaston	Pedestrian Barrier Railings	£3,000
Lingham Primary School Lingham Lane, Moreton	Moreton West & Saughall Massie	Pedestrian Barrier Railings	£2,000
West Kirby Primary School Orrysdale Road/Bridge Road	West Kirby & Thurstaston	TRO to assist walking bus	£3,000
Plessington High School Old Chester Road	Bebington and Rock Ferry	School warning sign with flashing amber light unit & school bus bay carriageway markings	£3,000
Leasowe Early Years Centre Twickenham Drive	Leasowe & Moreton East	Pedestrian Barrier Rail and Zig-Zag Carriageway Marking amendments	£3,000
New Brighton Primary School Vaughan Road/Dalmorton Road	New Brighton	Pedestrian barrier rail and 'footprints'/markings	£2,500
Pensby Infants School Kylemore Drive	Pensby & Thingwall	Footprints for walking bus	£750
Contribution to Sustrans for Bike It project	Various	Scheme to promote cycling in schools with adopted an School Travel Plan	£5,000
Support measures to assist promotion of SRTS schemes	Various	To assist developing initiatives which encourage parents and children to engage SRTS schemes and choose more sustainable methods of travel to school	£16,000
TOTAL			£125,000

¹ Scheme part funded from Transport Capital Programme - Congestion Block - Bus Priority Measures

² Scheme part funded from Transport Capital Programme – Air Quality/Environment Block – Pedestrian Signals Prog.

Table 9 Local Performance Indicator: 3023

	2005/06 Actual	2006/07 (Target)	2006/07 Actual	2007/08 (Target)	On Target?
The number of approved walking bus routes	13	15	26	28	Yes

Table 10 Local Performance Indicator: 3024

	2004/05	2005/06		2006/07		2007/08	On Target ?
	(Actual)	(Target)	(Actual)	(Target)	(Actual)	(Target)	
The percentage of children aged 5 to 10 years at schools with an adopted school travel plan	10%	21.4%	35.9%	52.7%	65.85%	86%	Yes