



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 7 September 2021

REPORT TITLE:	ROAD SAFETY UPDATE
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides an update on the Council's ongoing road safety programme, strategy and policy as well as progress with resolutions agreed by the Environment, Climate Emergency and Transport Committee on 16 March 2021 which included:

- Consideration of the final report and recommendations of the road safety working group;
- Update on the introduction of widespread 20mph speed limits on non-major residential roads.

The services carried out will take place across all Wards.

This report does not involve a key decision.

RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee is requested to:

Note the various workstreams included within the Council's programme of road safety improvements and the proposed mechanisms for the delivery of this programme in 2021-22 and beyond.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To ensure the Environment, Climate Emergency and Transport Committee are updated on the Council's ongoing initiatives to help improve road safety in the borough and the delivery of road safety-related transport capital programme schemes.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Options considered in order to deliver the resolution made by the Environment, Climate Emergency and Transport Committee on 16 March 2021 are detailed under section 4.0 of this report.

3.0 BACKGROUND INFORMATION

- 3.1 Wirral Council has a Statutory Requirement under the 1988 Road Traffic Act – Section 39, to investigate, design and promote engineering and educational measures, giving road safety information and training resulting from road traffic collisions to prevent further injury. Within Neighbourhoods directorate this statutory function is delivered across teams comprising of civil and transportation engineers as well as road casualty reduction, transport safety education, and community safety practitioners.
- 3.2 On the 16 March 2021 the Environment, Climate Emergency and Transport Committee approved the recommendations from the Road Safety Working Group and the Combined Authority Transport Plan Integrated Transport Block programme for 2021/22 which supports the statutory requirement outlined under 3.1 in addition to Liverpool City Region transport priorities and key outcomes from the refreshed Wirral Plan 2021 to 2026.
- 3.3 Road safety workshops were held with a cross-party group of Environment, Climate Emergency and Transport Committee Members on 28 January 2021 and 11 February 2021 to update Members on the outcomes from Wirral's previous Road Safety Plan and to provide an early opportunity to shape the content of the next plans and road safety strategy. A number of key outputs from the workshops were identified and this report is brought to Committee to provide an update on progress of these initiatives.
- 3.4 Improving road safety continues to be an essential priority. Despite an overall ongoing trend of casualty reduction on our road network and improvements in our national position against other authorities as a performance indicator, there is still much more to be achieved.
- 3.5 Travel on our road network is essential for our everyday lives. An effective and safe transport system is essential to support our communities, for people to access employment and education services, leisure activities and to assist driving economic growth and we need to continue to support the ongoing increase in active travel as part of our Climate Emergency.

- 3.6 We are continuing to use and develop a range of sources of information to expand on our statutory duty to improve road safety, however it is important to recognise that the responsibility for road safety cuts across a range of council departments, partner agencies, businesses, educational settings and indeed, our community, as a whole. It is a shared responsibility, and everyone will need to play their part.
- 3.7 We aspire to an overarching goal that nobody should be hurt whilst using our highway network, unfortunately there are limits to the resources available. Using our ongoing analysis of road casualty types, listening to community concerns and working with partners we have identified a number of issues and road user groups as our strategic priorities:
- Set ambitious targets for casualty reduction and adopt a Vision Zero Approach
 - Continue to seek funding opportunities
 - Develop & encourage key stakeholder partnership working to improve road safety, including communities and community concern groups.
 - Continue to develop programmes of intervention, education, training & publicity for key casualty groups such as Children & Young People; Pedestrians; Cyclists; Motorcyclists; Young Drivers and Senior Road Users
 - Introduce more widespread 20mph speed limits on non-major residential roads, roads near educational and shopping areas.
 - Deliver further on active travel networks and Low Traffic Neighbourhoods with improved consultation of local communities
 - Support policies and schemes with education training programmes etc to assist the increase in active travel.
 - Improve communications and marketing to engage with a wider audience.

4.0 KEY UPDATES

PERFORMANCE

- 4.1 There is still an ongoing improvement in road safety with 26 fewer injury collisions in 2020 compared to 2019 and 63 fewer than the average of the previous 5 years (2015-2019). In 2020 Wirral had 105 KSI casualties (an increase of 21 compared to 2019), however there were 10 fewer KSI casualties in 2020 compared to the same 5 year average 2015-2019. It should be noted that the performance outturn for 2019 was notably lower than the previous reductions with 84 KSI casualties recorded.
- 4.2 During 2020 with the Covid-19 pandemic significantly altering vehicle journeys and modes of travel with significant increases in the numbers of people choosing to walk and cycle for leisure and exercise during the various lockdowns and restrictions. Whilst there are increases in pedestrian and cycle casualties including KSIs in 2020 compared to 2019, compared to the more stable averages of the previous 5 years Chart 1 shown in Appendix A shows the comparative breakdown of KSI casualties by mode of travel between the 5 year average and 2020.

EDUCATION AND PARTNERSHIP WORKING

- 4.3 The wider road safety team within Neighbourhoods continue to develop and deliver programmes to reduce the number of people killed or seriously injured on the road network.
- 4.4 Covid-19 brought about considerable changes in individuals' travel choices and behaviours. In the UK, road traffic volumes fell by a UK nation-wide average of 85%, to levels not seen since the mid-1950s. With Government advice being to stay indoors and restrict unnecessary travel, the reduction in motorised traffic on the network led to reports of increased vehicle speeds. Simultaneously, a decrease in the numbers of people using public transport, an upsurge in active travel (walking and cycling) and a fast-growing gig economy changed the road network almost overnight.
- 4.5 This changing landscape has posed challenges in road safety and presented opportunities to modernise delivery mechanisms. Road Safety education programmes have historically been delivered via face-to-face engagement.

CHILDREN AND YOUNG PEOPLE

- 4.6 In March 2020 the rolling education programme delivered in schools to pupils from Year 6, Year 7 and Year 10 was placed on hold. During this period the following has been provided:
- Additional teacher/parent led resources have been regularly provided to all schools in the borough.
 - Tailored support has been provided to schools in how they comply with social distancing regulations at the start and end of the school day, with School Crossing Patrols working extended hours to meet the demand. Temporary road closures have been implemented and coordination of enforcement and education with key stakeholders including the Council's NSL Parking Enforcement contractor and Merseyside Police have targeted where concerns have been raised in addition to the rolling programme of parking enforcement.
 - Partnership work with Bikeright, (the supplier for cycle training across Liverpool City Region (LCR) to encourage schools to book onto cycle training previously cancelled owing to Covid. Cycle Training has been delivered to 1141 pupils since March 2020.
 - In July 2021 we piloted a new course combining practical and theory training at Ridgeway High School. Pending evaluation, this could see the introduction of a new delivery mechanism for Secondary Schools from September onwards.
 - A new delivery mechanism ensuring targeted resources to wider range of year groups is in development.

CYCLISTS

- 4.7 Wirral Council's Road Safety Team led on the development of a Cycling Action Plan across the LCR. The team were awarded £40,000 to deliver programmes across the LCR in partnership with Sefton Council and colleagues from the Merseyside Road

Safety Officer Group (MERSOG). In addition to the local support for schools, this action plan included the following benefits for Wirral:

- Provision of free adult cycle training across the Liverpool City Region (LCR).
- Bus back campaign, following the upsurge in the numbers of people cycling *'Imagine it is someone you know'* campaign raises awareness across the LCR of the importance of sharing the road safely with cyclists.
- Resources purchased for Merseyside Police to enable Close Pass operations to be set up (educating drivers about the minimum space needed when overtaking cyclists).
- Leaflets distributed to all Wirral bike shops to distribute at point of sale, promoting cycle training opportunities for residents.
- Development of a cycling ambassador scheme (providing cycle training to Merseyside Police Officers) enabling accessible engagement in our public spaces.
- Support and promotion of Learn to Ride sessions over school holidays for children.
- Commissioned an audit of all existing cycling resources (training, bike shops, maintenance etc) to establish a central hub for residents to access local support and identify the gaps in provision for planning opportunities. This information will be hosted on the Combined Authorities web page.
- Sourced a training package for e-cargo bike to support the Council's successful Energy Saving Trust bid.
- Funded targeted advertisements to promote free cycle training on Facebook and Twitter

YOUNG DRIVERS

- 4.8 Wirral Council is the lead development partner in the multi-agency initiative Engage. Engage aims to reduce the number of people killed or seriously injured on the roads by training smarter drivers. The programme achieves this by providing enhanced training and resources to driving instructors, who then educate their learners on key casualty causation factors for the age group.
- Over 70 Driving Instructors attended our February 2020 seminar, the following month driving instructors were unable to deliver due to Covid-19 restrictions. The scheme underwent a full review with significant changes implemented to create an online delivery platform to future proof the development of the initiative. In addition, a suite of new in-car lesson plans has been developed to educate novice drivers for the benefit of all road users who share the network.

BUSINESS DRIVERS

- 4.9 Mind Your Business is Wirral Council's award-winning project targeted at business owners and employees with the aim to raise awareness of the risks whilst driving for work through engagement, training, and seminars.
- Introduction of a quarterly newsletter for registered businesses. Feedback is positive and often the newsletter is shared to their employees.
 - Submission to the National Transport Awards 2020. Organisers have put this on hold until restrictions are lifted.

- Partnership development with How's My Driving following a successful bid to the Road Safety Trust. SME companies in Wirral have access for one year to a fleet management scheme with the aim of drivers self-regulating their driver behaviour.
- Two online seminars have been delivered for Wirral businesses in partnership with Agilisys, Transport Behaviour Consultants.
- Drink and Drug campaign resources delivered to businesses including the Euro Football Campaign wall planner, breathalysers and morning after drink drive leaflets.

SENIOR ROAD USER EDUCATION (60+)

- 4.10 Wirral Council's Road Safety Team was previously awarded funding to develop the Drive Safely for Longer initiative, providing driving assessments for residents aged 60+ across the Liverpool City Region.
- 4.11 In March 2020 driving instructors were unable to deliver driving assessments in line with Covid 19 Government. Senior road users were placed on the vulnerable group, the Road Safety Team was concerned about increased risks for this age group due to the increase in cyclists, pedestrians, faster speeds of traffic. In addition, a period of isolation for the target group could lead to a decrease in skills and confidence.
- The Road Safety Team submitted a supplementary bid to access funding for the development of a virtual, interactive session. Initial evaluation is positive and the next virtual session will be held in September 2021. As restrictions allow, face to face engagement will be reintroduced.

SAFER ROADS WATCH

- 4.12 Wirral Council are working closely with Merseyside Police to develop the Safer Roads Watch initiative. The Road Safety Team have identified a lead from within the team who will oversee local development including:
- the introduction of new promotional resources
 - commission and development of an online training procedure to streamline the recruitment of volunteers, providing a test pass and certificate of proof of completion
 - purchasing of equipment for Wirral volunteers

COMMUNICATION AND MARKETING

- 4.13 A messaging campaign has been developed using behavioural science to inform our messages campaign which will commence from September 2021 onwards.

SCHOOL STREETS

- 4.14 Wirral Council has been successful in securing funding from Department for Transport through the Liverpool City Region Combined Authority as part of Tranche 2 of the governments Active Travel Fund (ATF). The purpose of the fund is to

implement measures that create an environment that is safer for both walking and cycling.

- 4.15 In line with the funding criteria and with guidance from the Combined Authority three locations for school streets projects within Wirral were put forward for funding, subject to consultation. In addition to the ATF schemes, a further three locations for school streets projects are also being funded by the Combined Authority Transport Plan Capital Programme.
- 4.16 Good progress has been made on finalising outline designs, collecting baseline traffic data, preparing consultation material, permit management and recruiting additional resource to support schools with these new initiatives. The ATF schemes have been developed and discussed in liaison with individual schools and Ward Members.
- 4.17 Schemes will involve the introduction of experimental traffic regulation orders prohibiting motor vehicles during the relevant times, except for access by designated classes of vehicles (including but not limited to emergency services, utilities, residents) and those with specific permits. Preliminary consultation is anticipated to commence during the Autumn on the ATF schemes with a view to schemes 'going live' later in the year.
- 4.18 Utilising external funding, a dedicated School Streets Officer will be recruited into the Road Safety Team. Their role will be to support school communities in developing initiatives to encourage safer active travel on the journey to and from school.
- 4.19 Modeshift provides a travel plan framework to promote safe, active, sustainable travel. A licence has been purchased for Modeshift Stars to formalise our approach across Wirral Schools. Schools will be required to survey the school community, identify the barriers to active travel, adopt an action plan, set targets and deliver evaluated initiatives, with the support of the dedicated School Streets Officer. Schools will submit their progress for accreditation via the National Accreditation scheme enabling Wirral Council to monitor the success across the borough

SPEED MANAGEMENT

- 4.20 Wirral Council and Merseyside Police have been working together to reduce speeds on selected routes across the borough through the use of education, enforcement, engineering and monitoring measures. Other initiatives associated with speed management in Wirral include Community Speed Watch, Vehicle Activated Signs (VAS), Safety Camera Partnership, review of speed limits on selected routes and within selected areas, and highway improvement schemes. Speed management schemes will continue to be considered and prioritised as part of our annual Local Safety Scheme review.

WIDESPREAD 20MPH SPEED LIMITS

- 4.21 Members have requested officers to consider the introduction of 20mph in all areas that are predominantly residential, retail or educational. Officers have revisited the previous widespread 20mph speed limit project initiated during 2012 where wards were divided into areas varying from 7-14 for each ward. In total this split the

Borough down into 132 'zones'. The size and extent of the zones varied. Officers identified the zones using a variety of factors, including officers' knowledge, schools, comments/concerns from residents/Members to ensure an 'even spread' across the Borough. It was considered that grouping roads together to form a 20mph speed limit area would achieve greater compliance and consistency. Isolating roads could potentially create additional traffic onto adjoining side roads and generate extra signage.

- 4.22 Since 2012 the Council has introduced approximately 12 zones out of the total 132 through the former Area Forum / Constituency Committee programmes who selected and prioritised a list of schemes to be considered as part of their allocated budget for 'Improving Road Safety' and 'Promoting Active Travel and Health'. The recommendations were identified locally through consultation with a Road Safety Task and Finish Group which consisted of local Ward Councillors, the Constituency Manager and the Council's Road Safety Manager. The group reviewed the list of proposals taking into account cost and feasibility considerations identified by officers.
- 4.23 To assist with identifying pilot areas, an analysis of existing casualty records involving vulnerable roads users including pedestrians, cyclists and motor cyclists has been undertaken across the borough during the last 5 year study period. The analysis shows a low proportion of collisions within residential areas with the main concentration of collisions having occurred on our main arterial network.
- 4.24 In accordance with Department for Transport guidance, 20mph speed limits can be considered on residential roads in the Borough where it is anticipated that mean vehicle speeds are already at or below 24mph. This obviously excludes the small number of residential roads where 20mph Zones with traffic calming measures are already in place.
- 4.25 The implementation of further widespread 20mph limits will need to follow a systematic process which includes the following stages:
- analysis of collision data;
 - speed surveys;
 - development of the proposal;
 - consultation with Members, emergency services, residents, any other appropriate parties;
 - formalisation of legal Road Traffic Regulation Order; and implementation (signs, lining and other works).
- 4.26 This project as a whole would require funding in the region of £1.5m and external support from specialist advisors to support delivery and prioritisation of schemes.
- 4.27 Officers are in the process of finalising a draft project brief which will be developed further with existing specialist advisors. This is expected to be completed by December 2021.
- 4.28 An outline programme including details on phasing and delivery will be reported to the Environment, Climate Emergency and Transport Committee during early 2022 for potential inclusion within the Integrated Transport Block of the new 5 year 2022/23-2025/26 City Region Sustainable Transport Settlement (CRSTS). Subject to

agreement and receiving the necessary funding, it is anticipated that commencement of this project would start from March 2022.

LOCAL JOURNEY AND SAFETY IMPROVEMENTS

- 4.29 Officers are continuing the significant detailed design and consultation work required to facilitate the implementation of the programme of work approved by this committee in March 2021 as set out in Appendix A and will bring forward a full 5 year programme for consideration early in 2022 based on the indicative CRSTS allocation.

LINKS TO THE COMMUNITY SAFETY STRATEGY 2021-2026

- 4.30 Road Safety is now included as one of the ten priority themes in the new Wirral Community Safety Strategy 2021-2026, bringing all key safety concerns in the borough under one overarching strategy.
- 4.31 It is anticipated that the Strategy will create improved synergies and understanding between all partners, creating mutual support and greater opportunities for joint working. In addition, a specific aim of road safety under the Strategy is to highlight and promote road safety as the responsibility of all our residents, communities and visitors, alongside the more obvious engineering solutions.

5.0 FINANCIAL IMPLICATIONS

- 5.1 All approved schemes for 2021/22 are funded from the Combined Authority allocation for Integrated Transport Block (ITB), which is £1.15m, and the Department for Transport Active Travel Fund. It is anticipated that the new CRSTS allocation for Wirral over 5 years from 2022 will be between £5m and £11m. There are no direct revenue implications associated with this report but match funding may be necessary to secure maximum grant allocations in some cases. Any team resource requirements will be met from the 2021/22 Neighbourhoods service review budget option savings.
- 5.2 Where schemes listed under section 4.0 cannot be financed solely from Liverpool City Region Combined Authority grant funding, consideration will be given to supplementary Council Capital Programme submissions on safety related business cases.

6.0 LEGAL IMPLICATIONS

- 6.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act and the Traffic Management Act 2004 to maintain, manage and improve the highway.

7.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 7.1 Existing staff resources will be used for the detailed investigation, design and supervision of these schemes, supplemented by external support where required.

7.2 Future revenue maintenance costs will be met from the Highway Maintenance Revenue Budget.

8.0 RELEVANT RISKS

8.1 Failure to undertake the identified programme of works listed in Appendix A could result in the Council not meeting its Statutory Duties as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004.

8.2 Failure to undertake the identified programme of works would also result in a failure to support the delivery of the priorities of the Liverpool City Region Combined Authority Transport Plan. Consequently, this could result in the loss or clawback of funding.

8.3 The list of schemes identified has been prepared with initial estimates, however it should be noted that final schemes will be subject to the costing of detailed designs and statutory undertakers' works and further detailed investigations will be required prior to any final scheme being designed. Some of these schemes may also be subject to the requirement of a Traffic Regulation Order(s), and delivery may be dependent on resolving objections to proposals during consultation.

9.0 ENGAGEMENT/CONSULTATION

9.1 Wirral Council has a statutory consultation processes that is required for the undertaking of work on the adopted highway which will require public consultation, objections to which would be considered under the Scheme of Delegation in the Council's Constitution or by the Environment, Climate Emergency and Transport Committee once a level of objections have been reached exceeding the current scheme of Delegation number.

9.2 Some of the identified schemes will be subject to the requirements of a Traffic Regulation Order (TRO) process.

9.3 The initial statutory advertising process for the TRO proposals will require publication of notices at all sites affected by the proposals and in the press with an appropriate objection period. All Party Spokespersons and Ward Councillors will be informed.

9.4 Legal notices and maps of the areas affected by the TRO will be prepared as part of the consultation process.

10.0 EQUALITY IMPLICATIONS

10.1 The Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act.

10.2 This report is concerned with updating Members on strategy and programmes, so there are no direct equality implications arising from this report and no impact

assessment is included. Equalities considerations are built into the design and procurement processes for any work commissioned to deliver the road safety strategy, and any equality implications and impact statements will be considered at the appropriate stage.

- 10.3 As part of the development of Local Transport Plan 3, a comprehensive Integrated Assessment (IA) was carried out in accordance with Government LTP Guidance. The IA included a number of assessments, including an Equality Impact Assessment that can demonstrate that there are no negative implications associated with the implementation of these activities on the 'protected characteristics'. The proposed programme of works that supports the Combined Authority Transport Plan programme includes measures to assist the transport needs of all sections of the community.

11.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 11.1 The proposed programme of works set out in Appendix A of this report and schemes detailed under section 4.0 generally have environmental benefits. 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 also 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.

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APPENDICES

Appendix A – COMPARATIVE BREAKDOWN OF KSI CASUALTIES BY MODE OF TRAVEL BETWEEN THE 5 YEAR AVERAGE AND 2020

Appendix B - 2021-22 COMBINED AUTHORITY TRANSPORT PLAN CAPITAL PROGRAMME

BACKGROUND PAPERS

Liverpool City Region Combined Authority Transport Plan
<https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA-TRANSPORT-PLAN.pdf>

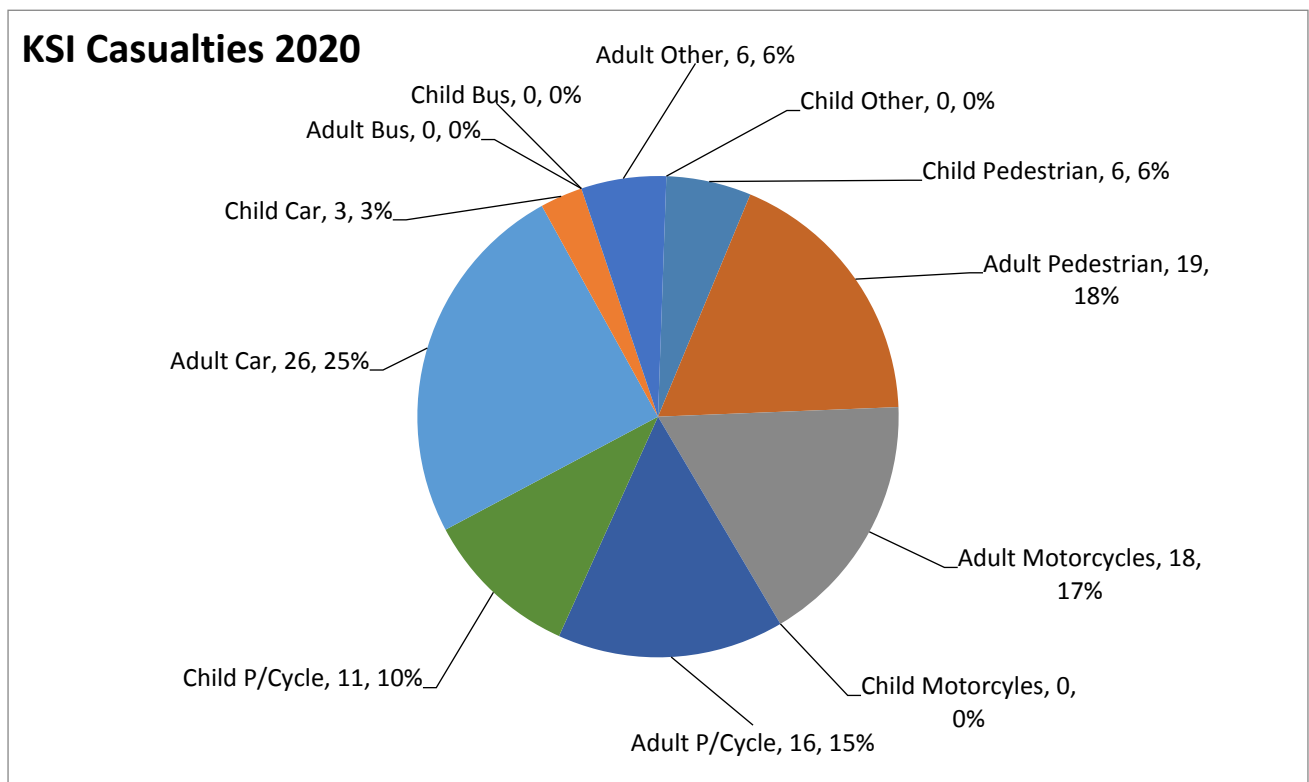
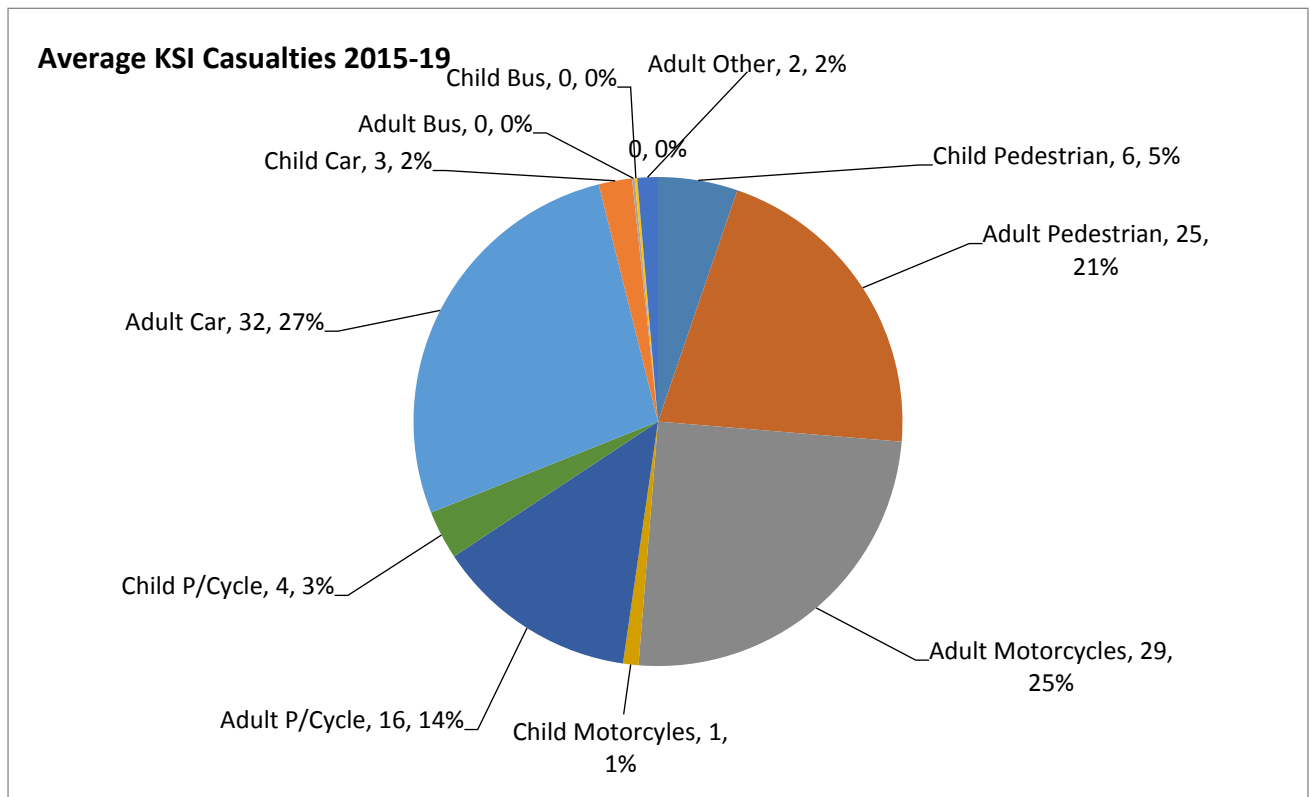
DFT Road Safety Research Report no.108 'Contribution of Local Safety Schemes to Casualty Reduction':
<http://webarchive.nationalarchives.gov.uk/20090417002224/http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/rsrr108.pdf>

LTP3 Integrated Assessment
See attached document

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee – Combined Authority Transport Plan (Integrated Transport Block) Programme 2021 / 22	16 th March 2021
Environment, Climate Emergency and Transport Committee – Road Safety Working Group Final Report	16 th March 2021

APPENDIX A - COMPARATIVE BREAKDOWN OF KSI CASUALTIES BY MODE OF TRAVEL BETWEEN THE 5 YEAR AVERAGE AND 2020



For those who experience difficulties in viewing the above charts please contact 0151 606 2004 and arrangements can be made to provide this information in an alternative format.

APPENDIX B

2021-22 COMBINED AUTHORITY TRANSPORT PLAN CAPITAL PROGRAMME

ITB BLOCK THEME	SCHEME OUTPUT / LOCATION	LCR COMBINED AUTHORITY TRANSPORT STRATEGIC OBJECTIVES	REFRESHED WIRRAL PLAN 2021 to 2026	ALLOCATION
<p>Local Journey & Safety Improvements – various locations</p>	<ol style="list-style-type: none"> 1. Bidston Link Road/M53 J1, Bidston & St James: VAS and junction warning measures; 2. Derby Road, Birkenhead & Tranmere: Pedestrian Crossing; 3. Hoylake Road (Borrowdale Road/Joan Ave), Moreton West and Saughall Massie; build out & junction improvements; 4. Kings Lane, Bebington: VAS and junction visibility improvements; 5. Mount Road, Bebington: signage and drainage measures; 6. Reeds Lane/Birkett Avenue, Leasowe and Moreton East: Pedestrian refuge and junction improvements; 7. Bedford Drive, Rock Ferry: Signage improvements; 8. Noctorum Avenue/Noctorum Way, Claughton: Pedestrian refuge, barrier railings and VAS measures; 	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and resilient</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	<p>£410,000</p>

	<p>9. Market Street, Hoylake and Meols (Holy Trinity) pedestrian improvements;</p> <p>10. Thingwall Road, Greasby, Frankby and Irby: Refuge;</p> <p>11. Village Road & Mill Lane, Bebington: Traffic management measures</p>			
Traffic Signal Improvements – various locations	<p>1. Borough Road/Singleton Avenue, Prenton & Oxton: Traffic signal upgrade with improved pedestrian facilities;</p> <p>2. Heath Road/Cross Lane, Bebington: Pedestrian crossing upgrade;</p> <p>3. Hoylake Road/Hurrell Road, Bidston & St James: Pedestrian crossing upgrade;</p> <p>4. Leasowe Road/Heyes Drive, Leasowe and Moreton East: Pedestrian crossing upgrade;</p> <p>5. King Street/Trafalgar Road, Liscard: Pedestrian crossing upgrade</p>	<p>Well maintained and resilient</p> <p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p>	<p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	£350,000
Pedestrian Access Improvements – various locations	Dropped kerb facilities focusing on key strategic routes to employment, healthcare, shopping areas etc.	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p>	A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency	£150,000

		Well maintained and resilient	<p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	
Public Rights of Way Improvements – various locations	<p>Various low-cost measures to improve Wirral’s Footpaths, Bridleways and ‘Byways Open to All Traffic’</p> <ol style="list-style-type: none"> 1. Footpath 6, Acres Road, Meols, surface improvements; 2. Footpath 72, Dungeon Wood, revetment to repair; 3. Dibbinsdale Bridge Repairs; 4. Footpath 68 Harrock Wood / footpath 45, new bridge alongside steps; 5. Telegraph Road Cycle Track: clean up and extra dual use signs; 6. Bridleway 3, Park Lane, Meols, access point, new gates etc; 7. Footpath 3 Frankby – RAF Camp: new footbridge over Newton Brook; 8. Footpath 43, new kissing gate and surface improvements; 	<p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Modern, safe, clean, healthy and inclusive journeys</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families;</p>	£80,000

	<p>9. Footpath 12, Birch Heys – Grange Cross Lane path improvements;</p> <p>10. West Kirby beach RLGC Permissive Path & Board Walk;</p> <p>11. Footpath 30, Thornton Manor replace sleeper bridges;</p> <p>12. Wirral Circular Trail Signs audit & replacement if missing or damaged;</p> <p>13. B&Q Cycle Track: surface improvements re subsidence;</p> <p>14. Riverview Road – Eastham Country Park Cycle Path improvements</p>			
Transportation – General	Advanced design, forward planning and research monitoring	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and resilient</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	£100,000
Road Safety Education & Promotion	Schemes to be supported by road safety education, training and publicity.	Inclusive economic growth	A cleaner greener Borough that celebrates, protects and is an improved environment and	£60,000

		<p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and resilient</p>	<p>urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	
				£1,150,000