

Committee: Sustainable Communities Overview and Scrutiny Panel

Date: 6th February 2020

Agenda item:

Wards: Borough wide

Subject: Third Local Implementation Plan (LIP3) Update

Lead officer: James McGinlay

Lead member: Lead member: Councillor Martin Whelton Cabinet Member for Regeneration, Housing and Transport

Contact officer: Chris Chowns: Transport Planner and Project Officer, Future Merton
chris.chowns@merton.gov.uk

Recommendations:

That the Sustainable Communities Overview and Scrutiny Panel:

- A. Notes the revised LIP delivery programme for 2020/2021 as approved by TfL.
- B. Notes the contents of Merton's monitoring report (Form C).
- C. Notes the Merton Vision Zero factsheet showing casualties over 2018

1 SUMMARY

- 1.1 This report updates the Sustainable Communities Overview and Scrutiny Panel on the Council's Local Implementation Plan.
- 1.2 Following an assessment of Merton's draft submission against the provisions contained in section 146 of the GLA Act 1999, TfL formally signed off Merton's LIP3 on 10th September 2019. The plan is online at www.merton.gov.uk/streets-parking-transport/lip3
- 1.3 The approved plan stresses the importance of active travel, improving health and air quality in order to tackle traffic congestion, poor health outcomes and to growth in our growing borough. It also subscribes to the London Mayor's Vision Zero objective to eliminate serious and fatal collisions and to adopt the Healthy Streets approach when designing streets.
- 1.4 For the new Local Implementation Plan, TfL have committed themselves to preparing an Annual Borough Report, setting out progress against the Mayor's key transport objectives. Development of this report is on-going and is not expected to be circulated until September 2020.
- 1.4 Each year the Council is required to update its delivery programme to reflect scheme progression, changed priorities and emerging schemes. The updated programme for 2020/2021 is attached as Appendix A and was signed off by the Cabinet Member on 1st November 2019 in accordance with TfL's delivery deadlines.
- 1.5 In addition to reviewing its deliver programme the Council is required to complete TfL form C, which sets out a number of monitoring metrics. These metrics will be updated

for 2020/21 to reflect the new Mayor's Transport Strategy. Findings will be used to inform the new annual borough report.

- 1.6 TfL have produced an individual casualty factsheet for boroughs indicating progress toward the London Mayor's vision zero objective. This is attached as appendix C

2 BACKGROUND

- 2.1 The Mayor's Transport Strategy (MTS) maps out the strategic direction for transport in the Capital. It was adopted on 13th March 2018 and sets out the following three priority areas: -

- Healthy streets and healthy people;
- A good public transport experience;
- New homes and jobs.

- 2.2 These priority areas are accompanied by 9 outcome indicators (see LIP table ST07 page 98), each aligned to the above core themes. The outcomes are to be used to monitor how well boroughs are achieving their targets.

Public Consultation

- 2.3 The LIP public consultation was carried out between 1st March 2019 and 12th April 2019. It was predominately an online consultation, which included a short online questionnaire. The consultation was also repeated on social media and internet platforms; hard copies in local libraries and email posts to all Councillors. In addition to the statutory consultees, views were sought from the following stakeholders/interest groups:-

- Historic England, Natural England and The Environment Agency;
- All council Department Directors;
- All Environment and Regeneration Heads of Service and relevant team leaders;
- All emergency services;
- South London Partnership (made up of the following Councils: Merton, Croydon, Kingston, Sutton and Richmond);
- Merton's Chamber of Commerce/Business Improvement Districts (BID)
- Merton's Sustainable Communities and Transport Partnership (SCTP).
- Public Health.
- Merton Cycling Campaign.
- Wandle Valley Forum.
- Other stakeholder groups.

- 2.4 In total 108 responses were received, 88 via the online survey and a further 20 email/written responses (see <https://www.merton.gov.uk/streets-parking-transport/lip3>). The level of response compared very favourably to previous LIP consultations, which only received approximately 10 responses each.

- 2.5 Many of the written responses provided detailed comment on a range of specific LIP issues. Others made constructive suggestions for improvements, many of which have been incorporated within the final LIP3.

2.6 The results were reported to the Cabinet Member for approval on 3rd June 2019 and Director for Environment and Regeneration on 1st August 2019 for sign-off.

Aims and Objectives

2.7 The LIP outlines a number of overarching transport aims:-

- Make Merton a safer place by reducing the number of collisions on our streets through an evidence led approach that targets implementation of measures where they will have the most effect and support the Mayor's Vision Zero objective (also see Appendix C).
- Reduce the impacts of climate change and improve air quality through a co-ordinated approach, by pulling together air quality, noise impacts, flooding, waste, open space, design and transport to create places that prioritise and enable active travel modes and reduce the dominance of motor vehicles.
- Improve connectivity and whole journey experience to the public transport network, especially for people with restricted mobility to support a more inclusive society through a high quality and attractive streets and public spaces free of clutter that support walking, cycling and public transport.
- Reducing health inequalities and childhood obesity by opening up access to green spaces and removing barriers to people adopting more active lifestyles.
- Support good growth, especially around Colliers Wood and South Wimbledon, Morden and Wimbledon, where this supports improved walking, cycling and public transport infrastructure as well as building on recent investments in Mitcham.
- Redefine the way our streets are laid out and used so as to encourage the take-up of more active and healthier lifestyles where people feel confident to walk and cycle in safety.

2.8 In addition to the broader aims above, the LIP set out to a number of local objectives to demonstrate how the Council intends to deliver each of the 9 key MTS outcome indicators.

Spending programme (financial year 2020/2021)

2.9 Each year the Council updates its spending programme (Form A) to take account of scheme progression and changed priorities. New schemes can also be included at this stage. Approval for the revised programme was received from the Cabinet Member in October and submitted to TfL on 1st November 2019. Notification of Merton's allocation of £1,586,000 for 2020/21 was received on 18th December 2019.

2.10 Due to performance issues with TfL's central management portal, this allocation includes a carryover up to £171,000 of funding from 2019/20, (see 4.1 below).

2.11 Boroughs also continue to receive £100,000 Local transport funding, which is allocated towards developing improvements for walking, cycling, bus stops and better air quality on Merantun Way.

- 2.12 TfL has previously provided discretionary Principal Road Maintenance support for boroughs based on annual surface condition surveys. However, to achieve budget savings this funding was curtailed in 2018/19. Whilst this budget has been increased in 2020/21 to £18,000,000 most of this funding is allocated to the repair of Hammersmith Bridge.

Monitoring

- 2.13 Borough progress on each of the MTS outputs (LIP table ST07 page 98) is to be reported via the Annual Borough Report produced by TfL expected September 2020.
- 2.14 Existing monitoring on MTS objectives is reported via Form C (Appendix B). This proforma will be updated next year to align with the Mayor's Transport Strategy (2018).
- 2.15 TfL also provide an annual casualty factsheet for each borough setting out progress towards the London Mayor's vision zero objective of eliminating fatal and serious accidents (KSI's) by 2041 and corresponding LIP interim targets (see Appendix C). The key point to note is that 77% of KSI's involved vulnerable road users in 2018.

3. LEGAL AND STATUTORY IMPLICATION

- 3.1 The Council is legally required to deliver Mayor Transport Strategy objectives as part of its Local Implementation Plan.

4. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 4.1 The LIP spending programme (Form A) is reviewed annually to reflect scheme progression, changed priorities and resources. TfL have confirmed the Corridors and Neighbourhood spending allocation for 2020/2021 at £1,315,000. Additional allocations and carry over from 2019/20 are set out in the table below. The level of Neighbourhood funding is confirmed for the duration of TfL's business plan up to 2024/2025, subject to the LIP formula being retained in its present form.

LIP Programme	Borough Allocation (£'000)
Corridors and Neighbourhoods	1315
Carry forward from 19/20 (up to) – this will not be allowed in the future	171
Local transport fund	100
Total	1586

- 4.2 In addition to the Neighbourhood, Corridors allocation (Form A) boroughs are also able to bid for other specific spending programmes, such as Liveable neighbourhoods, Cycle parking/training programmes and Mayor's Clean Air Fund.
- 4.3 Every 3 years boroughs are required to undertake a detailed review of their LIPs.

5. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 5.1 None for the purpose of this report.

6. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

None for the purpose of this report.

APPENDICES – THE FOLLOWING DOCUMENTS ARE FORM PART OF THE REPORT

- Appendix A – Form A Spending submission 2020/2021.
- Appendix B – Monitoring Report Form C
- Appendix C - Merton Vision Zero report showing casualties over 2018

BACKGROUND PAPERS

Third Local Implementation Plan



London Borough of Merton

Local Implementation Plan (LIP) 2020/21 Annual Spending Submission and Programme of Investment (F

Borough officer contact details

Name	Chris Chowns
Contact Number	020 8545 3830
Email	chris.chowns@merton.gov.uk

Financial Summary Information

Year		Corridors Neighbourhoods and Supporting Measures	Major Schemes / Liveable Neighbourhoods	Local Transport Fund (LTF)	Total
2020/21	Confirmed Allocation £k	1,315	2,850	100	4,265
	Submission £k	1,315	2,850	100	4,265
2021/22	Indicative Allocation £k	0	0	100	100
	Submission £k	1,315	1,850	100	3,265
2022/23	Indicative Allocation £k	0	0	100	100
	Submission £k	1,315	0	100	1,415

TfL Programme	Scheme Title	Scheme Location and Description	Scheme Type	Scheme Category	Funding £000's				
					FY 20/21	FY 21/22	FY 22/23	Sub-Total	Grand Total
Corridors Neighbourhoods and Supporting Measures	Clean Air Zones	In our Air Quality Action Plan 2018-23 the council committed to considering the use of Clean Air Zones in parts of the borough, piloting in Wimbledon town centre. The project is to consider the tackling of through traffic in our Focus Areas. The project will be delivered in phases, starting with an emissions study of through traffic using ANPR linked to the DVLC Database. This will establish the make-up and contribution of the traffic components and help shape the type of CAZ we would like to put in place. The second phase will be traffic modelling and dispersal mapping, to ensure that we are not simply moving the problem elsewhere. The third phase, if the other factors required in the CAZ criteria are fulfilled is the consultation and implementation.	Environment	Study	30	40	200	270	270
Corridors Neighbourhoods and Supporting Measures	Casualty and danger reduction	Casualty and danger reduction - Investigation and implementation of engineering interventions to address, personal injury collisions at junctions, links and along stretches of roads where collision rates are above that normally expected for a specific class of road and TfL priority sites. This programme will also look at sites that	Safety	Design and Build	200	250	250	700	700

TfL Programme	Scheme Title	Scheme Location and Description	Scheme Type	Scheme Category	Funding £000's				
					FY 20/21	FY 21/22	FY 22/23	Sub-Total	Grand Total
		priority sites. This programme will also look at sites that could benefit from danger reduction interventions, such as busy road crossings and around schools.						0	
Corridors Neighbourhoods and Supporting Measures	Morden town centre	Delivering Morden town centre regeneration, including network designs for reconfiguration of public space and road layout, relocation of bus standing/stop arrangements, supporting Merton/TfL/GLA partnership site development initiatives, masterplanning, due diligence and other supportive measures. Major scheme submission submitted Sept 2015. Measures also being co-ordinated through joint TfL/GLA/borough transport steering group	Regeneration	Study	50	40	40	130	130
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Accessibility	Accessibility programme - improvements to the physical environment, start-up support for innovative programmes, improved wellbeing, and physical access measures to aid mobility e.g. dropped kerbs, handrails, tactile paving, bus stops enhancements.	Accessibility	Design and Build	120	140	140	400	400
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Electric Vehicle Car Points, Car Clubs and mobility initiatives	Electric vehicles charging points, Car Clubs and related mobility initiatives. The council will work with Source London, TfL, GULCS and other charging infrastructure providers to install a mix of charging infrastructure. Similarly, it will work with operators to expand the car club offer and support new initiatives, such as demand related service trials. Funding will principally deliver the legal/statutory processes associated with processing TRO's and Street Licences, provide match funding and some supporting physical measures.	Environment	Other	20	20	10	50	50
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	School Travel Plan Co-ordinator and supporting education programmes	Delivery of Stars programme and other education programmes for schools to meet Education and Inspectors Act duty including related initiatives, such as calendar competition, walking to school programmes and school travel plan champions.	Behaviour Change	Education / Training	40	40	40	120	120
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	Cycle Parking Programme	Identification and reallocation of on-street parking spaces to cycle parking around stations, trip attractors and town centres to help facilitate a shift towards cycling, to accommodate a future cycle hire scheme and provision non-standard cycle parking facilities.	Cycling	Design and Build	20	20	10	50	50
							0		
							0		
Corridors Neighbourhoods and Supporting Measures	School part time road closure	to identify and implement part time road closures (at start and finish times) or alternative restrictive access arrangements (e.g. camera enforcement) at schools to discourage car trips by parents. Chosen sites to be accompanied by physical measures to support active walking, cycling and environment.	Traffic Reduction	Design and Build	65	80	80	225	225
							0		
							0		

TfL Programme	Scheme Title	Scheme Location and Description	Scheme Type	Scheme Category	Funding £000's				
					FY 20/21	FY 21/22	FY 22/23	Sub-Total	Grand Total
Corridors Neighbourhoods and Supporting Measures	Motorcycling support programme,	Brighter biker (pre-learner rider programme), Bike/scooter safe (aimed at post CBT and experienced P2W riders), partnership working with the police motorcycle riders.	Safety	Education / Training	25	25	0	50	50
Corridors Neighbourhoods and Supporting Measures	Developing the Tram	To support the development of Sutton Link to Transport Works Act submission stage in partnership with TfL and Sutton Council and other tram related measures including new stop at Willow Lane or improved pedestrian connection at Morden Road tram stop	Public Transport	Study	20	20	20	60	60
Corridors Neighbourhoods and Supporting Measures	Schools Super zones project	Support for a School Superzones pilot to improve the urban environment around schools to tackle obesity and poor health. The project is also intended to tackle other issues, such as community safety, transport, air quality in an innovative and collaborative way. The project is also expected to support a Livable neighbourhoods scheme submission	Walking	Design and Build	40	40	40	120	120
Corridors Neighbourhoods and Supporting Measures	Air Quality Initiatives	To highlight air quality impacts and to discourage vehicleless from idling outside schools, installation of diffusion tubes at sensitive locations and school air quality audits	Environment	Other	20	20	20	60	60
Corridors Neighbourhoods and Supporting Measures	Bikeability Training	Bikeability cycle training programme – borough wide training for adults and children training.	Cycling	Education / Training	85	85	85	255	255
Corridors Neighbourhoods and Supporting Measures	Cycle Routes	Identification, development and delivery of a mix of cycle routes and supporting infrastructure, including enhancements of existing paths across green spaces, new connecting routes and highway routes.	Cycling	Design and Build	180	240	240	660	660
Corridors Neighbourhoods and Supporting Measures	Figgs Marsh signalised roundabout re-configuration	Positioned at the junction of the A217 London Rd and A216 Streatham Rd (just north of Mitcham town centre). This extremely busy junction has a high prevalence of road collisions, suffers from significant congestion through the day, which impacts of bus service reliability. TfL's bus priority team has developed a scheme currently being designed by the council.	Public Transport	Design and Build	40	0	0	40	240
Corridors Neighbourhoods and Supporting Measures	Safer walking routes/streets	Improved walking routes based around healthy streets framework to schools, town centres, leisure routes and Public Right of Way upgrades	Walking	Design and Build	100	215	140	455	455
Corridors Neighbourhoods and Supporting Measures	Borough-wide 20mph speed limits	Introduction of 20mph speed limit across the borough including borough classified roads and TLRN in Morden town centre. Completion of programme and traffic management measures on key and other routes to ensure compliance.	Safety	Design and Build	110	0	0	110	110
Major Schemes	moreMorden	Priority town centre project - Comprehensive public realm improvements incorporating supportive measures to tackle accessibility, road safety, bus priority/bus standing arrangements, cycle facilities and modifications to one-way gyratory system, enables broader regeneration/housing zone proposals for the town centre including redevelopment of TfL sites in the vicinity of Morden Station (Major Scheme Step 1	Regeneration	Design and Build	0	0	0	0	4,200
					2,350	1,850	0	4,200	4,200

TfL Programme	Scheme Title	Scheme Location and Description	Scheme Type	Scheme Category	Funding £000's				
					FY 20/21	FY 21/22	FY 22/23	Sub-Total	Grand Total
		submission September 2015). Also See TfL email 8th July 2019						0	
Liveable Neighbourhoods	Pollards Hill Liveable Neighbourhood bid	Pulling together issues, ideas and stakehold engagement and preparing outline bid for discussion with TfL, Councillors and other stakeholders. Depending on how the School superzone project proceeds it will draw upon adopted objectives to give added value.	Urban Realm	Study	30	0	0	30	30
								0	
								0	
Corridors Neighbourhoods and Supporting Measures	Dorset Road junction with Morden Road	Junction narrowing and kerbing realignment adjacent to TLRN and Park Community School (to be delivered in partnership with TfL).	Safety	Design and Build	40	0	0	40	60
					20	0	0	20	
Corridors Neighbourhoods and Supporting Measures	St Helier Avenue Crossing Facilities	Proposed new pedestrian crossing facilities (3 locations) on St Helier Avenue (TLRN) adjacent to bus stops	Safety	Design and Build	40	40	0	80	80
Corridors Neighbourhoods and Supporting Measures	Morden Road junction with Merantun Way	Proposed pedestrian crossing phase to assist pupils attending the new High School on High Path and neighbouring regeneration scheme	Safety	Design and Build	40	0	0	40	40
Local Transport Fund (LTF)	Merantun Way boulevard	Public realm improvements to create a boulevard style scheme that supports improved walking and cycling connections. Links to High Path School and Estate regeneration as well as improved links to Wandle Path and Merton Industrial Estate	Urban Realm	Design only	100	100	40	0	0

INSERT NEW ROWS BEFORE LAST SCHEME TO KEEP FORMATTING

London Borough of Merton
Local Implementation Plan (LIP) 2018/19 Annual Report on Interventions and Outputs

Borough Officer contact details:	
Name	Chris Chowns
Contact number	020 8545 3830
Email	chris.chowns@merton.gov.uk
Submission date	6th June 2019

Guidance note: Boroughs should complete all fields identified with a red border. Only outputs from individual LIP funded schemes or packages of LIP funded schemes delivered during the course of the previous financial year should be reported using this form. Where applicable, values reported should relate to the net number of interventions (for example, if 25 cycle parking spaces were removed, but 75 added, the value reported should be 50 spaces). This also applies to interventions where values are required for distances (for example if 1km of bus lane is removed, but 3km added then the net value will be 2km).

Description:	Unit of data:	Numerical output:	Additional commentary (if required)
Example: Cycle parking facilities installed	Number of on-street spaces	50	20 stands installed at North Ham station; 15 stands outside Eastgate Shopping Centre; 15 stands outside Leisure Centre

CYCLING

Cycle parking facilities installed	Number of on-street spaces	2	1 stand outside doctors Middleton Road
	Number of off-street spaces	8	lambeth Shelter Introduced at Regent Place
Cycle training	Number of adults trained to Bikeability level 1	359	
	Number of adults trained to Bikeability level 2	144	
	Number of adults trained to Bikeability level 3	29	
	Number of children trained to Bikeability level 1	1343	The 1343 figure does not include the successful balanceability training delivered to 1268 children, which is a pre-cursor to Level 1 training
	Number of children trained to Bikeability level 2	711	
New or upgraded on-carriageway segregated	Kilometres	0.27	Bushey Road Shared-Use Path
	Kilometres	0.54	Morden Park Shared-Use Path
New Greenways and Quietways	Kilometres	0.54	Morden Park Shared-Use Path
Number of junctions treated to improve cycling	Number	0	

WALKING

Protected crossing facilities provided (e.g. refuges, zebra crossings, pelican crossings etc)	Number	5	Zebra crossing provided at Bushey Road Slip Road, Pedestrian refuges at Kingston Road (2 separate locations), Zebra crossing at Rowan Road and Tamworth Lane pedestrian refuge.
Guardrail removal	Metres	15.00	Most the pedestrian barriers in the borough have been reviewed over previous years
Legible London signs implemented	Number	0	
Street clutter removal	Number	12	Surplus signage removed from a number of locations

ROAD SAFETY AND PERSONAL SECURITY

Education and training interventions (e.g. theatre in education or pedestrian training)	Number of events	34	Road Safety presentations, workshops and training provided. This included 16 road safety programmes, scooter training to 7 schools, kerbscraft provided in 2 schools and Junior Travel Ambassador delivered in 9 schools. In all 6,039 children participated in road safety education and training interventions.
Number of children receiving pedestrian skills training	Children	288	
New roads where 20 mph zones / limits have been introduced	Kilometres	18.00	20mph speed limits implemented in all borough roads around Mitcham and Pollards Hill

BUSES			
Bus lanes	Kilometres	0.00	
SMARTER TRAVEL			
Number of smarter travel promotions (e.g. Number of events during Bike Week)	Number of schools	64	All schools contacted to produce a School Travel Plan. Currently we have 34 schools at either bronze, silver or gold level with 4 more schools recently engaged to produce one for 2019/2020. 19 schools participated to provide a Road Safety and Smarter Travel Calendar which promoted road safety, sustainable travel and healthy lifestyle options. We also worked with 2 schools on Air Quality Awareness Days, discussing how we can mitigate the level of plastic wastage and improve the air quality in our environment by using cars less and walking/cycling more. Events were provided in partnership with Env Health, Greenpeace and Blue City Cars who promoted electric car usage to parents. Another AQ day is planned for 20 June in Wimbledon Town Centre to raise awareness with the general public and promote our walking and cycling programme.
	Number of workplaces	1	We had over 4000 people attend our Walk 4Life healthy walks, which are provided on a daily basis, and many access the walk venue by cycling or using public transport.
	Number of events	14	Dr Bike sessions provided in town centres and school faires
ENVIRONMENT			
Electric vehicle charging points implemented	Number on-street	31	In addition to the source bays, the council helped to facilitate 2 rapid chargers on the TLRN
	Number off-street	5	Provided in conjunction with Morden Leisure Centre redevelopment
	Number of workplace	0	
Car club bays implemented or secured by the borough	Number on-street	0	The council is actively supporting floating car clubs - Zip Car flex membership has year on year to over 5000 at the end of 2018/2019 financial year and an average of 60 vehicles.
	Number off-street	0	The council does not have resources to monitor development led off-street bays
Street trees	Number of new trees planted	199	
	Number of replacement trees planted	190	
	Number felled for natural/safety reasons	122	
	Number felled for other reasons	6	Felled for insurance reasons
LOCAL AREA ACCESSIBILITY			
Crossing upgrades (e.g. Pedestrian crossing where facilities have been provided for disabled people)	Number	1	Pedestrian phase provided at junction of Martin Way and Bushey Road
FREIGHT AND CONTROLLED PARKING			
New zones implemented	Number	11	This includes extensions to existing zones
Waiting and loading review	Number	60	This includes reviews of individual and groups of streets

Road casualties in your borough in 2018

Merton

Vision Zero reflects the fundamental belief that no death or serious injury on London’s roads and transport network is acceptable.



People killed and seriously injured in your borough in 2018:

3

People were killed

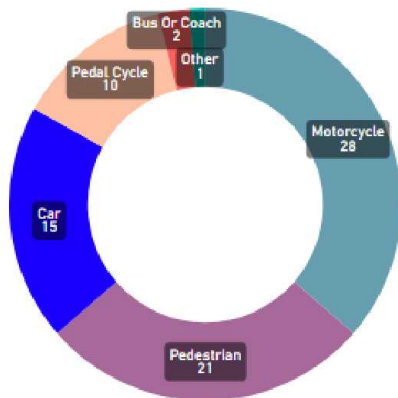
74

People were seriously injured

521

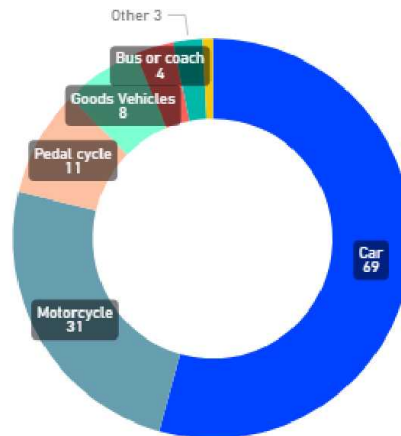
People were slightly injured

People killed or seriously injured 2018-
Casualty type



We must reduce road danger for the people who are most at risk.

Vehicles involved* in collisions where people were killed or seriously injured 2018

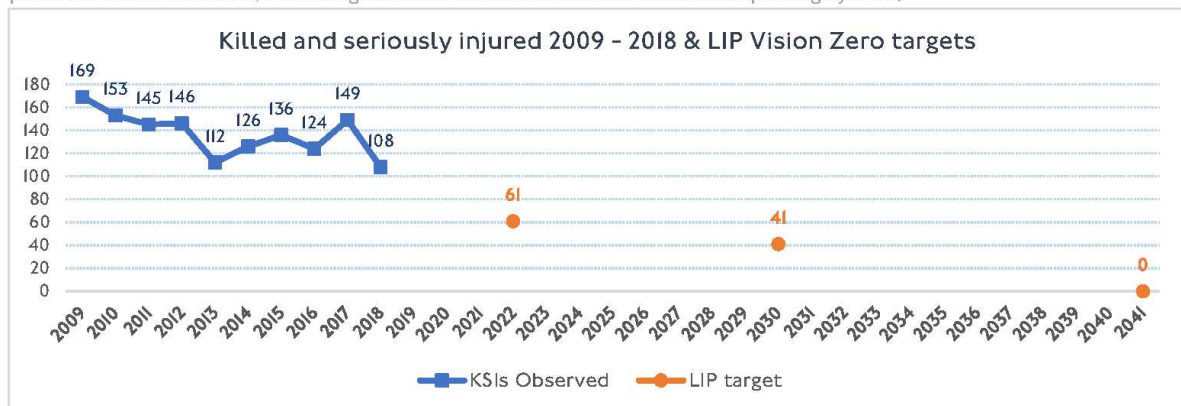


We must reduce the danger posed by vehicles that present the greatest risk

*Note that involvement does not infer fault

People killed or seriously injured in your borough 2009-2018

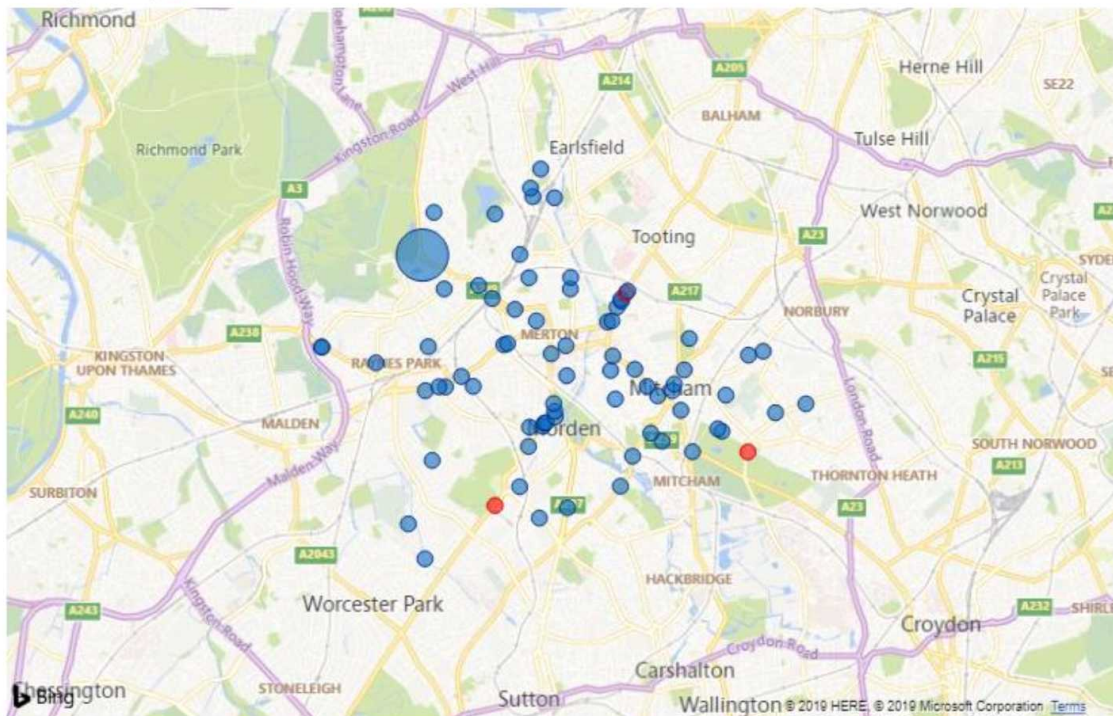
(NB This data has been subject to back-casting exercise to enable pre-November 2016 casualty data to be compared with post November 2016 data, following the introduction of the new collision reporting system)



Locations where collisions resulting in fatal or serious injuries occurred in 2018

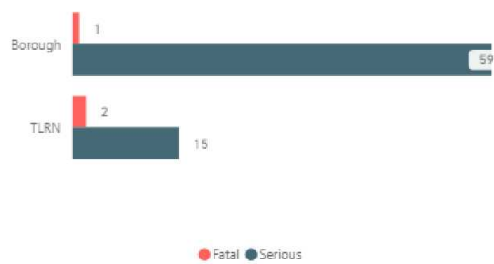
Larger bubbles represent collisions with more than one fatal or serious injury.

Casualty Severity ● Fatal ● Serious

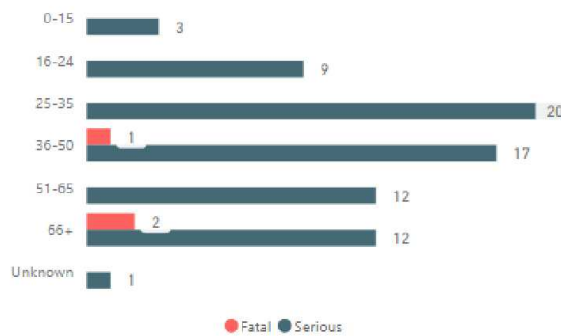


London Collision map – Visit tfl.gov.uk/collision-map to see more detailed information about where collisions happened in your borough

People killed or seriously injured split by highway authority (TLRN or Borough roads).



People killed or seriously injured split by age group and casualty severity.



Casualties in Greater London during 2018 – Visit content.tfl.gov.uk/casualties-in-greater-london-2018 to see a summary of personal injury road traffic collisions and casualties in Greater London in 2018

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