

LIP Statutory Target Proforma

Borough	Waltham Forest
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Target	Performance Indicator	Base/Target/Unit Data	Year	Value	Year Type	Actual and Trajectory Data											Target Progress	Changes in Reported Target	Methodology & Data Source	
MTS Priority Area 1:																				
<p>1. Road Safety: TfL and boroughs (obtaining the support of the Police and other members of the Pan London road Safety Forum where appropriate) are to achieve:</p> <p>a) A reduction of 50% in the number of people killed and seriously injured by 2010 for all road users and also separately for pedestrians and cyclists.</p> <p>b) A reduction of 40% in the numbers of motorcyclists killed and seriously injured by 2010.</p> <p>c) A reduction of 60% in the number of children killed or seriously injured by 2010</p> <p>d) A reduction of 25% in the slight casualty rate per 100 million vehicle kilometres by 2010.</p>	Number of people killed and seriously injured overall	Base Data	1994/98 average	170	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures 12 lower than 2004. Contributions to reductions by engineering schemes, ETP, enforcement and improved vehicle design	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years
		Target Data	2010	85		Actual	199	192	150	128	105	93								
		Units		KSI		Trajectories						98	108	100	93	85				
	Number of pedestrians killed and seriously injured overall	Base Data	1994/98 average	60	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures 2 up on 2004 but are still below the target line - possible remedial actions - targeted ETP	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years
		Target Data	2010	30		Actual	47	44	51	34	37	39								
		Units		KSI		Trajectories						28	38	35	33	30				
	Number of pedestrians killed and seriously injured by ethnicity (White-skinned European)	Base Data	1994/98 average	36	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures 8 down on 2004 and well below the target line. Most likely cause of reduction - ETP and engineering schemes	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years
		Target Data	2010	18		Actual	24	19	25	11	20	12								
		Units		KSI		Trajectories														
	Number of pedestrians killed and seriously injured by ethnicity (Dark-skinned European)	Base Data	1994/98 average	2	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	No Clear Evidence	Numbers too small to measure conclusively	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years
		Target Data	2010	1		Actual	3	3	3	4	1	0								
		Units		KSI		Trajectories														
	Number of pedestrians killed and seriously injured by ethnicity (Afro-Caribbean)	Base Data	1994/98 average	8.5	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Not on Track	2005 figures increased 5 on 2004 albeit the numbers are low - possible remedial action - targeted ETP	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years
Target Data		2010	4.3	Actual		8	10	11	10	3	8									
Units		KSI	Trajectories																	
Number of pedestrians killed and seriously injured by ethnicity (Asian)	Base Data	1994/98 average	8	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Not on Track	2005 figures increased 1 on 2004 albeit the numbers are low - possible remedial action - targeted ETP	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years	
	Target Data	2010	4		Actual	7	9	6	4	8	9									
	Units		KSI		Trajectories															
Number of pedestrians killed and seriously injured by ethnicity (Oriental)	Base Data	1994/98 average	0.5	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	No Clear Evidence	Numbers too small to measure conclusively	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years	
	Target Data	2010	0.3		Actual	0	0	1	1	0	1									
	Units		KSI		Trajectories															
Number of pedestrians killed and seriously injured by ethnicity (Arab)	Base Data	1994/98 average	0	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	Numbers too small to measure conclusively	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years	
	Target Data	2010	0		Actual	1	0	0	0	0	0									
	Units		KSI		Trajectories															
Number of pedestrians killed and seriously injured by ethnicity (not known)	Base Data	1994/98 average	5	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Not on Track	2005 figures increased 4 on 2004 albeit the numbers are low - possible remedial action - targeted ETP	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years	
	Target Data	2010	2.5		Actual	4	5	5	4	5	9									
	Units		KSI		Trajectories															
Number of cyclists killed and seriously injured	Base Data	1994/98 average	12	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	In 2005 pedal cycle KSI casualties have increased by 1 but are still well below the target line	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years	
	Target Data	2010	6		Actual	8	9	7	4	2	3									
	Units		KSI		Trajectories						7	8	7	7	6					
Number of motorcyclists killed and seriously injured	Base Data	1994/98 average	19		Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010		In 2005 motor cycle KSI	Data source - LRSU crosstab	
	Target Data	2010			Actual															

Target	Performance Indicator	Base/Target/Unit Data	Year	Value	Year Type	Actual and Trajectory Data										Target Progress	Changes in Reported Target	Methodology & Data Source		
1. Road Safety: Boroughs are to review road safety around all primary and secondary schools	Number of children (under 16 years) killed or seriously injured	Target Data	2010	11	C	Actual	35	30	27	24	18	18					On Track	remained static 3 above the target line, this is consistent across London set against an increase in motor cycle usage	reports for historical data and calculation of baseline average, numerical comparison for 2004/2005	
		Units		KSI		Trajectories														
	Number of children (under 16 years) killed or seriously injured	Base Data	1994/98 average	30	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	The 2005 figures are up by 9 over the previous year, fortunately there were no fatalities, this means we are 1 KSI over the target line - remedy - ETP	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years
		Target Data	2010	12		Actual	23	25	14	18	12	21								
		Units		KSI		Trajectories														
	The slight casualty rate (adults and children)	Base Data	1994/98 average	1028	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures up 35 on 2004 but are still below the target line	Data source - LRSU crosstab reports for historical data and calculation of baseline average, numerical comparison between years
		Target Data	2010	771		Actual	1106	932	929	949	790	825								
		Units		Slight cas		Trajectories														
	Number of incidents by vehicle classification (Pedestrian)	Base Data	1994/98 average	266	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures down 5 on 2004	Data source - LRSU crosstab reports, Cuser/Asevacc unavailable, numerical casualty comparison for 2004/2005 - Target 10% reduction in All Pedestrian Incidents
		Target Data	2010	239		Actual	218	215	198	193	183	178								
		Units		Casualties		Trajectories														
	Number of incidents by vehicle classification (Pedal Cycle)	Base Data	1994/98 average	100	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures up 9 on 2004 but still below the target line	Data source - LRSU crosstab reports, Cuser/Asevacc unavailable, numerical casualty comparison for 2004/2005 - Target 10% reduction in All Pedal Cycle Incidents
Target Data		2010	90	Actual		71	55	60	63	53	62									
Units		Casualties	Trajectories																	
Number of incidents by vehicle classification (Powered 2 Wheeler)	Base Data	1994/98 average	138	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures 5 down on 2004	Data source - LRSU crosstab reports, Cuser/Asevacc unavailable numerical casualty comparison for 2004/2005 - Target 10% reduction in All P2W Incidents	
	Target Data	2010	124		Actual	144	148	134	110	101	96									
	Units		Casualties		Trajectories															
Number of incidents by vehicle classification (Car)	Base Data	1994/98 average	595	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures 33 up on 2004 - still below the target line	Data source - LRSU crosstab reports, Cuser/Asevacc unavailable numerical casualty comparison for 2004/2005 - Target 10% reduction in All Car Incidents	
	Target Data	2010	535		Actual	716	617	605	627	480	513									
	Units		Casualties		Trajectories															
Number of incidents by vehicle classification (Taxi)	Base Data	1994/98 average	5	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	No Clear Evidence	2005 figures 4 down on 2004 - numbers too small to measure conclusively	Data source - LRSU crosstab reports, Cuser/asevacc unavailable, numerical casualty comparison for 2004/2005 - Target 10% reduction in All Taxi Incidents	
	Target Data	2010	4.5		Actual	7	2	1	7	7	3									
	Units		Casualties		Trajectories															
Number of incidents by vehicle classification (Bus or Coach)	Base Data	1994/98 average	51	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures 2 down on 2004	Data source - LRSU crosstab reports, Csevcas/asevacc unavailable, numerical casualty comparison for 2004/2005 - Target 10% reduction in All Bus & Coach Incidents	
	Target Data	2010	45		Actual	100	64	42	45	45	43									
	Units		Casualties		Trajectories															
Number of incidents by vehicle classification (Goods Vehicle)	Base Data	1994/98 average	38	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	On Track	2005 figures 2 down on 2004	Data source - LRSU crosstab reports, Cuser/Asevacc unavailable, numerical casualty comparison for 2004/2005 - Target 10% reduction in All Goods Vehicle Incidents	
	Target Data	2010	34		Actual	45	23	33	28	20	18									
	Units		Casualties		Trajectories															
Number of incidents by vehicle classification (Other Vehicle)	Base Data	1994/98 average	5	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	No Clear Evidence	2005 figures 1 down on 2004 - numbers too small to measure conclusively	Data source - LRSU crosstab reports, Cuser/Asevacc unavailable numerical casualty comparison for 2004/2005 - Target 10% reduction in All Other Vehicle Incidents	
	Target Data	2010	4.5		Actual	4	0	6	4	6	5									
	Units		Casualties		Trajectories															
2. School Road Safety: Boroughs are to review road safety around all primary and secondary schools	Number and percentage of primary and secondary schools	Base Data	2003/04	37 (42%)		Year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15			Numerical count of schools

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Safety around all primary and secondary schools in London by 2008.	schools: Reviewed	Target Data	2008	88 (100%)	F	Actual	44 (50%)	51 (58%)											On Track	Programme of review of school road safety continuing in association with local safety schemes, 20 mph zones and school travel plan programmes	where SRIS, 20 mph zones, local safety schemes or traffic calming measures have been assessed
		Units		No of schools		Trajectories	50%	58%													
	Number and percentage of primary and secondary schools: With schemes implemented	Base Data	2003/04	37 (42%)	F	Year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15				
		Target Data	2008	88 (100%)		Actual	44 (50%)	51 (58%)													
		Units		No of schools		Trajectories	50%	58%													

