Transport for London Roads Policing Enforcement Statistics Bulletin

2018/19

Contents

VISION ZERO
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METROPOLITAN POLICE

CITY OF LONDON POLICE

Overview
Roads Enforcement in London

Introduction

This bulletin provides a statistical overview of our roads policing enforcement activity for the last year, bringing together data from the Metropolitan Police Service (MPS) and the City of London Police (CoLP). It forms part of our commitment to be transparent, open and accountable for our activity and its contribution to reducing all fatal and serious injury collisions by 2041.

This bulletin provides a summary of the enforcement action taken by the police in response to witnessed or detected road traffic offences only. While it covers both on-street and safety camera enforcement, the bulletin is not intended to be a summary of all police activity to reduce road danger. The MPS and CoLP undertake significant and wide-ranging activity to reduce road danger and prevent harm to all road users. This includes prevention and intelligence gathering activities, problem-solving to tackle the root causes of problems, community engagement and initiatives such as Community Roadwatch, Junior Roadwatch and Exchanging Places, and actively monitoring and targeting high risk vehicles and drivers

What's new in the FY2018/19 edition of the Roads Policing Enforcement Statistics Bulletin?

This year's bulletin has a new look and feel to improve the way the data is presented and make it more accessible. Enforcement data is grouped under three main themes with smaller groupings of offences within these:

- Driver and rider behaviour related offences
- Document-related offences
- Vehicle-related offences

Data for previous years has been included so changes can be clearly seen. As with previous years, accompanying data tables are also published online.

Our commitment to Vision Zero[i]

The Mayor, through TfL, the Metropolitan Police Service (MPS), City of London Police (CoLP) and the boroughs, and working with stakeholders, has adopted Vision Zero for road danger in London. Our shared aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

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[i] Further information regarding Vision Zero for London, including the Vision Zero action plan can be found here: https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london

Role of enforcement

Enforcement and policing activity is an essential part of the approach to achieving Vision Zero. The work of TfL, the Police, the Driver and Vehicle Standards Agency and other enforcement agencies is vital to combating the kind of illegal, careless and dangerous road user behaviour that causes risk on our roads and that contributes to fatal and serious collisions. The partnership between TfL and the police – Metropolitan Police Service Roads and Transport Policing Command (RTPC) and the City of London Police (CoLP) - provides enhanced enforcement on London's roads, ensuring that this activity is given greater priority and that it forms part of an integrated programme of measures to reduce road danger.

A year of activity

During 2018/19 the police dealt with over 317,000 road traffic offences that resulted in police enforcement action including arrest, Traffic Offence Reports, Notices of Intention to Prosecute and Community Roadwatch warning letters.[2] This is 15,000 more offences dealt with than the previous year.

This increase in enforcement action is a positive and welcomed result of the new roads policing and enforcement approach that was launched as part of Vision Zero in June 2018. The RTPC and CoLP have intensified their focus on the most dangerous drivers (individuals with a history of serious non-compliance and who continue to drive while disqualified); intelligence-led operations and problem-solving activities and amplifying the deterrent effect through widespread high visibility roadside operations.
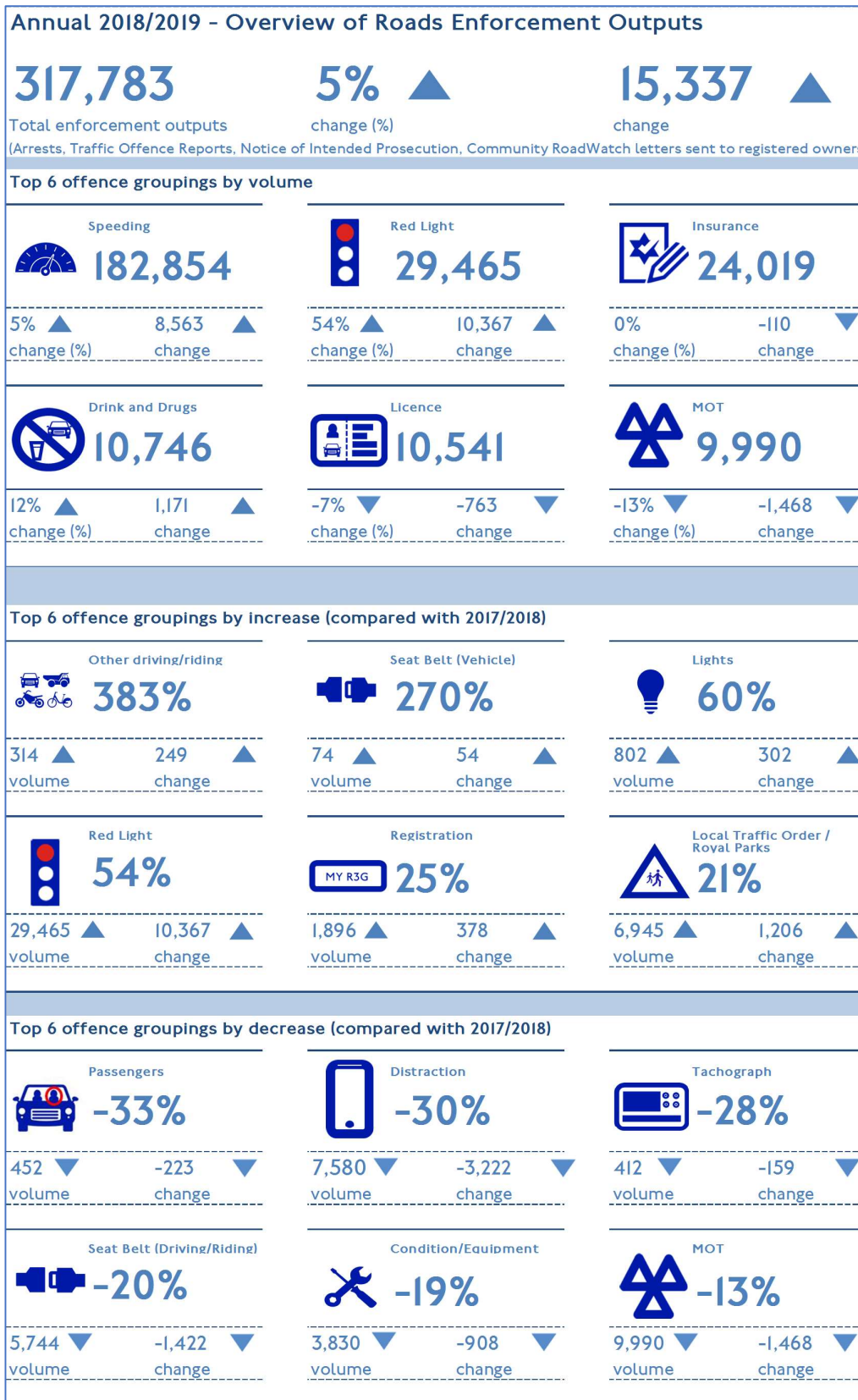
The adoption of a more risk-based approach to traffic enforcement is positive, helping us to target police resources on the greatest sources of road danger such as speeding drivers and other priority offences. This continues to be a key focus.

The future

Vision Zero sets a greater level of ambition for reducing death and serious injury on our roads than ever before and it demands a greater level of commitment from all partnership agencies involved in improving the safety of London's roads. Our work to deliver a step change in the policing of London's roads is well underway but there is much more to do. The MPS and City of London Police are committed to making London's roads safer and are playing their full part in achieving Vision Zero.

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[2] Please see the glossary section for explanation of these.

Police Traffic Enforcement summary

Annual 2018/2019 - Overview of Roads Enforcement Outputs

317,783
Total enforcement outputs
(Arrests, Traffic Offence Reports, Notice of Intended Prosecution, Community RoadWatch letters sent to registered owners)

5% ▲
change (%)

15,337 ▲
change

Top 6 offence groupings by volume

Speeding 182,854
| 5% ▲ | 8,563 ▲ |
| change (%) | change |

Red Light 29,465
| 54% ▲ | 10,367 ▲ |
| change (%) | change |

Insurance 24,019
| 0% | -110 ▼ |
| change (%) | change |

Drink and Drugs 10,746
| 12% ▲ | 1,171 ▲ |
| change (%) | change |

Licence 10,541
| -7% ▼ | -763 ▼ |
| change (%) | change |

MOT 9,990
| -13% ▼ | -1,468 ▼ |
| change (%) | change |

Top 6 offence groupings by increase (compared with 2017/2018)

Other driving/riding 383%
| 314 ▲ | 249 ▲ |
| volume | change |

Seat Belt (Vehicle) 270%
| 74 ▲ | 54 ▲ |
| volume | change |

Lights 60%
| 802 ▲ | 302 ▲ |
| volume | change |

Red Light 54%
| 29,465 ▲ | 10,367 ▲ |
| volume | change |

Registration 25%
| 1,896 ▲ | 378 ▲ |
| volume | change |

Local Traffic Order / Royal Parks 21%
| 6,945 ▲ | 1,206 ▲ |
| volume | change |

Top 6 offence groupings by decrease (compared with 2017/2018)

Passengers -33%
| 452 ▼ | -223 ▼ |
| volume | change |

Distraction -30%
| 7,580 ▼ | -3,222 ▼ |
| volume | change |

Tachograph -28%
| 412 ▼ | -159 ▼ |
| volume | change |

Seat Belt (Driving/Riding) -20%
| 5,744 ▼ | -1,422 ▼ |
| volume | change |

Condition/Equipment -19%
| 3,830 ▼ | -908 ▼ |
| volume | change |

MOT -13%
| 9,990 ▼ | -1,468 ▼ |
| volume | change |

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Driving / Riding Related-Offences

Driving/riding-related offences are those where the vehicle is being used in an unsafe way. This includes themes relating to:

- dangerous driving and riding
- driving a vehicle whilst disqualified
- being distracted whilst driving (e.g. using a mobile phone)
- driving and riding without due care and attention
- driving in excess of the speed limit
- driving whilst under the influence of alcohol or drugs
- not complying with red traffic signals
- failing to stop a vehicle following a collision or when instructed by police
- using a vehicle's lights in an unsafe way
- unsafe manoeuvres, parking and positioning of a vehicle
- driving in excess of tachograph rules (particularly duration of driving with appropriate rest-breaks)
- failing to comply with road signs and road markings
- drivers and passengers failing to wear a seatbelt or
- other behaviours not listed above including local traffic orders.

The summary overleaf shows that overall there has been a rise year on year in most themes of enforcement outputs for driving/riding-related offences.

Driving/Riding-related offence enforcement 2018/2019

261,773
Total enforcement outputs

8% ▲
change (%)

18,339 ▲
change

Offence groupings by volume

Speed
182,854

5% ▲
change (%)

8,563 ▲
change

Red Light
29,465

54% ▲
change (%)

10,367 ▲
change

Drink / Drugs
10,746

12% ▲
change (%)

1,171 ▲
change

Distraction
7,580

-30% ▼
change (%)

-3,222 ▼
change

Signs / Lines
7,049

4% ▲
change (%)

253 ▲
change

Local Traffic Order / Royal Parks
6,945

21% ▲
change (%)

1,206 ▲
change

Seatbelt
5,744

-20% ▼
change (%)

-1,422 ▼
change

Due Care
2,493

10% ▲
change (%)

228 ▲
change

Fail to Stop / Direction
2,037

11% ▲
change (%)

206 ▲
change

Disqualified
1,681

10% ▲
change (%)

150 ▲
change

Manoeuvres / Obstruction / Parking / Positioning
1,471

-6% ▼
change (%)

-90 ▼
change

Dangerous Driving
1,204

15% ▲
change (%)

183 ▲
change

Tachograph
1,204

19% ▲
change (%)

195 ▲
change

Lights
802

60% ▲
change (%)

302 ▲
change

Other Driving / Riding
314

383% ▲
change (%)

249 ▲
change

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Focus on Driving/Riding Speed-Related Offences

Driving / Riding Speed-related offences 2018/2019

Camera Enforcement
144,624

2% ▲	3,481 ▲
change (%)	change

On-Street Enforcement
12,987

-11% ▼	-1,599 ▼
change (%)	change

Community Roadwatch
(letters sent to registered owners of speeding vehicles)
25,243

36% ▲	6,681 ▲
change (%)	change

Speed Enforcement

During FY18/19 the majority of speed enforcement undertaken was through safety cameras. Community Roadwatch continues to identify speeding vehicles with warning letters sent to registered vehicle owners.

The speed limits exceeded are mainly 20 – 50mph, reflecting the nature of London's roads.

4-year trend (volume)

Data points: FY15/16: 114,222; FY16/17: 153,058; FY17/18: 182,823; FY18/19: 192,871

Enforcement action by speed limit (FY18/19)

Categories: > 20mph, > 30mph, > 40mph, > 50mph, > 60mph, > 70mph

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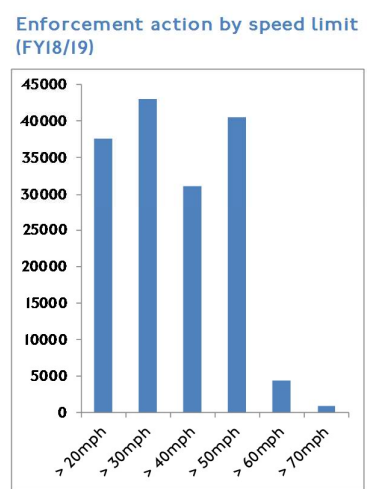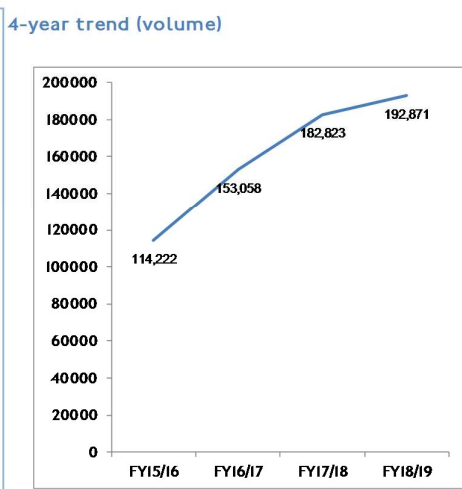
Safety Camera Enforcement

Safety cameras are proven to work in tackling speeding and speed–related collisions.

The upward year–on–year trend is a reflection of increased enforcement activity undertaken by the police, ensuring more speeding drivers are enforced against.

On average, almost 400 speeding vehicles were enforced against every day through safety camera

4-year trend (volume)

Data points: FY15/16: 94,724; FY16/17: 124,746; FY17/18: 141,143; FY18/19: 144,624

Nature of enforcement (FY18/19)

NIP: 144,624
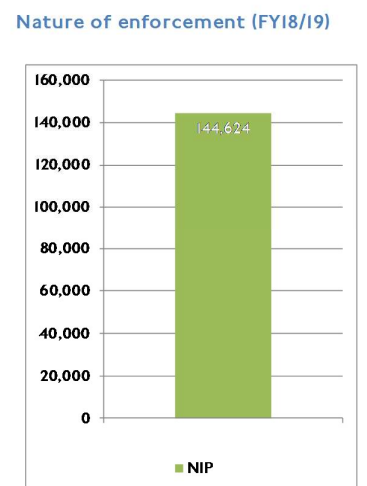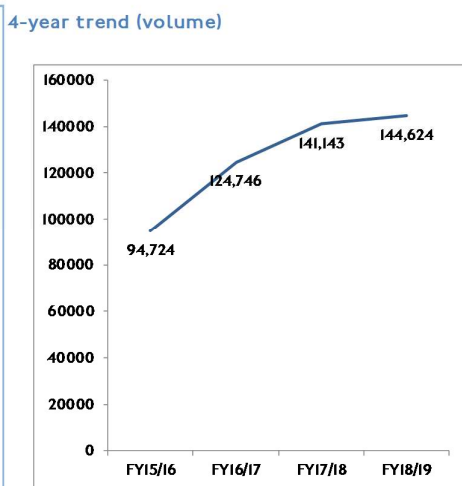
On-Street Enforcement

Enforcement outputs include Traffic Offence Reports and arrests for speed-related offences.

The declining trend has continued into FY18/19. The majority of enforcement outcomes delivered through the issuing of TORs (there were 58 arrests made during FY18/19).

4-year trend (volume)

	FY15/16	FY16/17	FY17/18	FY18/19
	16,581	16,048	14,586	12,987

Nature of enforcement (FY18/19)
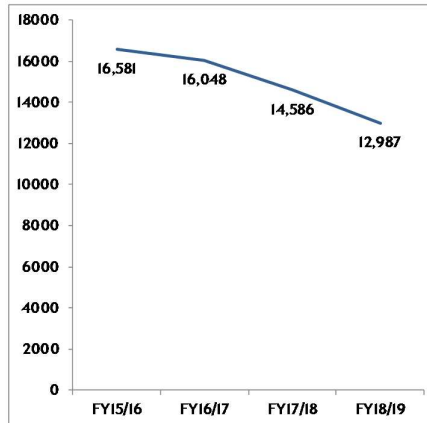
Arrests: 58
TORs: 12,929
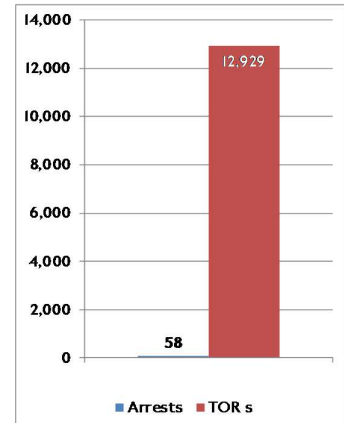
Community Roadwatch (CRW)

CRW is an important initiative in helping to tackle speed and attitudes towards speeding by giving residents the opportunity to work side by side with their local police teams and use speed detection equipment to identify speeding vehicles in their communities. It complements safety camera and on-street enforcement activity.

This includes the volume of speeding vehicles identified and the volume of letters sent to registered owners.

4-year trend (volume)

Speeding vehicles: FY15/16 2,917; FY16/17 12,264; FY17/18 27,094; FY18/19 35,260
Letters sent to registered owner: FY15/16 2,512; FY16/17 9,298; FY17/18 18,562; FY18/19 25,243

Nature of enforcement (FY18/19)

Speeding vehicles: 35,260
Letters sent to registered owner: 25,243
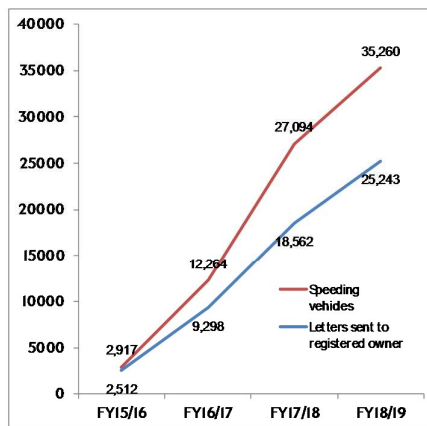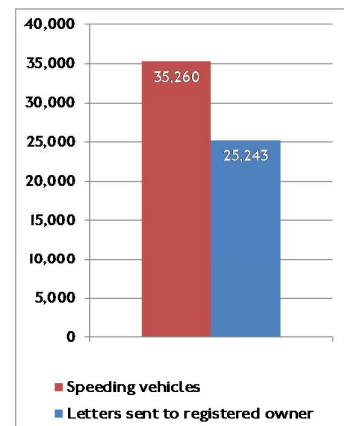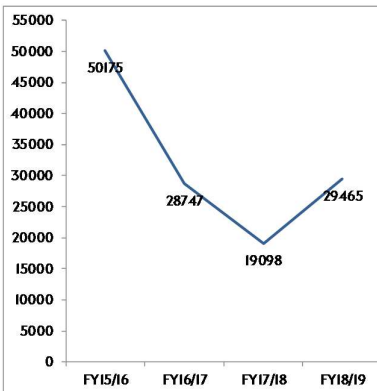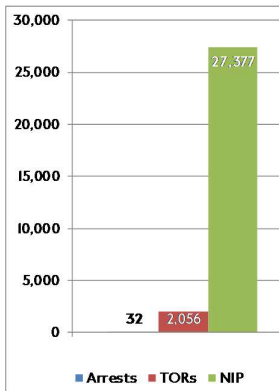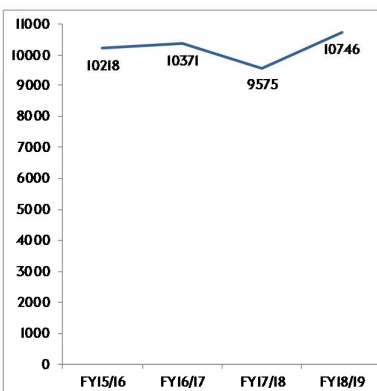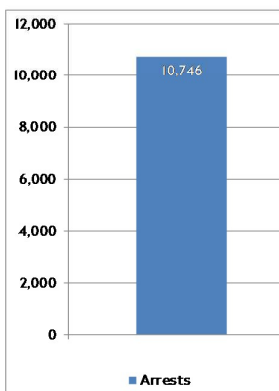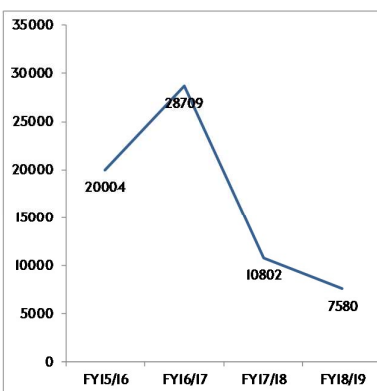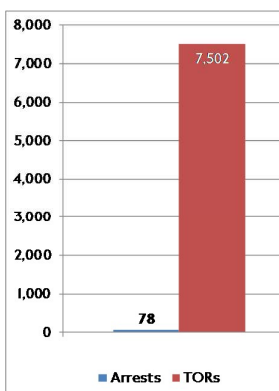
The volume of vehicles identified has steadily risen demonstrating popularity and participation of the scheme.

A recent TfL survey indicates 20% of Londoners are aware of CRW and 59% believe it to be effective (rising to 73% amongst those with children).

There were fewer letters sent to registered owners compared to the volume of vehicles found speeding. Letters can only be sent when there is confirmation of the information captured during a Community Roadwatch session against information stored in the Police National Computer Vehicle File. Specifically there has to be a match of registration number, colour, make and model, and a current keeper registered against the vehicle. Since Community Roadwatch commenced in London over 70% of vehicles found speeding have received a warning letter.

Other Driving / Riding-Related Themes

Red Light

This grouping includes a variety of offences related to not complying with red traffic signals.

93% of offences were detected through safety cameras and were issued with NIPs.

There is an upward trend in enforcement outputs, following a decline in the preceding years.

4-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19
50175	28747	19098	29465

Nature of enforcement (FY18/19)

Arrests	TORs	NIP
32	2,056	27,377

Drink / Drugs

This grouping includes a variety of offences related to driving whilst under the influence of alcohol or drugs.

All enforcement was delivered through arrests (as driving under the influence of alcohol or drugs is an arrestable offence).

There is an upward trend in enforcement outputs following a decline in FY17/18.

4-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19
10218	10371	9575	10746

Nature of enforcement (FY18/19)

Arrests
10,746

Distraction

This includes a variety of offences related to using a vehicle whilst being distracted (e.g. using a mobile phone).
Enforcement peaked in FY16/17 when large scale enforcement was undertaken in support of the introduction of increased penalties for mobile phone offences in March 2017. While on-street officers have reported improved compliance since this time, there remain issues with enforceability of the law making it difficult for the police to deal with mobile phone offences; also the offence only captures certain types of use. TfL and the police welcome the Government's consultation to address these issues.

4-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19
20004	28709	10802	7580

Nature of enforcement (FY18/19)

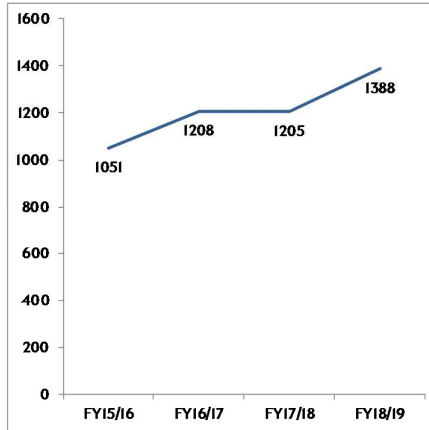| Arrests	TORs
78	7,502

Dangerous Driving

This grouping includes a variety of offences related to dangerous driving and riding.
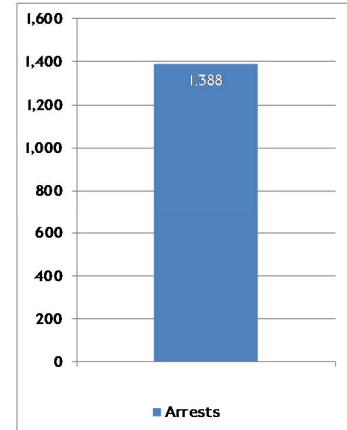
All enforcement was delivered through arrests.

There has been a relatively steady rise in enforcement outputs in recent years.

4-year trend (volume)

	FY15/16	FY16/17	FY17/18	FY18/19
Volume	1051	1208	1205	1388

Nature of enforcement (FY18/19)

Arrests: 1,388

Disqualified

This grouping includes a variety of offences related to using a vehicle whilst being disqualified.

All enforcement action resulted in arrests.

During FY18/19 there was a slight rise in enforcement outputs following a decline in preceding years.

4-year trend (volume)

	FY15/16	FY16/17	FY17/18	FY18/19
Volume	1641	1608	1531	1681

Nature of enforcement (FY18/19)
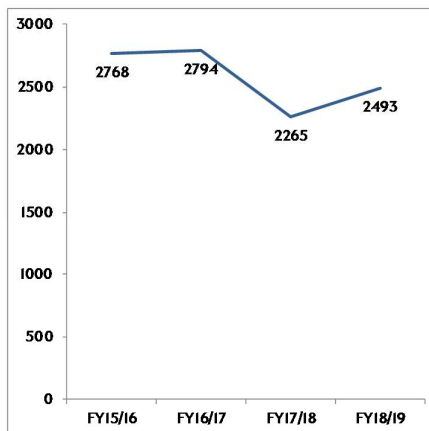

Arrests: 1,681
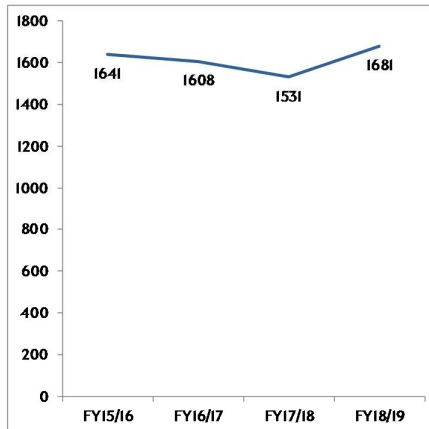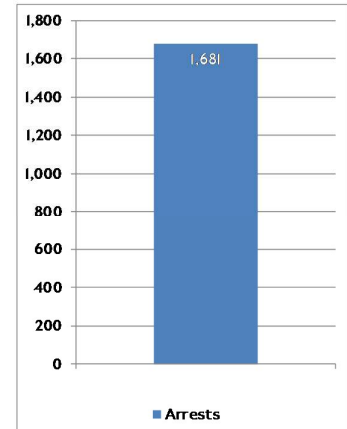
Due Care

This grouping includes a variety of offences related to driving and riding without due care and attention.
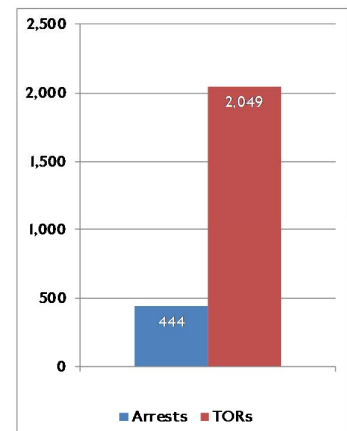
The majority of enforcement was delivered through the issuing of TORs.

During FY18/19 there was a slight rise in enforcement outputs following a decline in FY17/18.

4-year trend (volume)

	FY15/16	FY16/17	FY17/18	FY18/19
Volume	2768	2794	2265	2493

Nature of enforcement (FY18/19)

Arrests: 444, TORs: 2,049
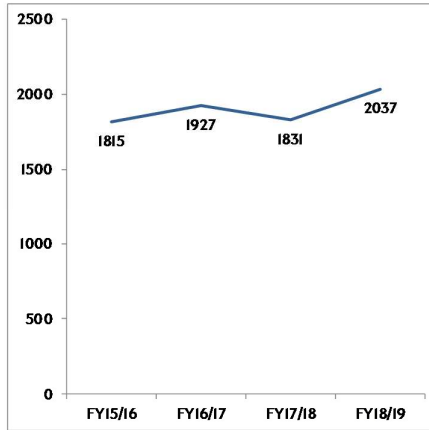
Fail to Stop / Direction

STOP POLICE

This grouping includes a variety of offences related to failing to stop a vehicle following a collision or when instructed by the police.
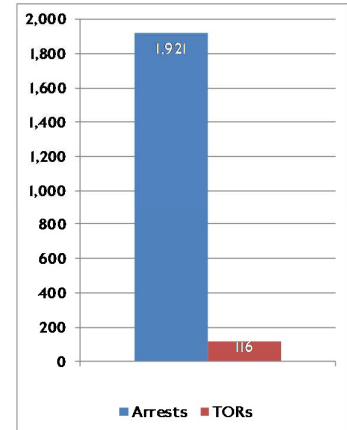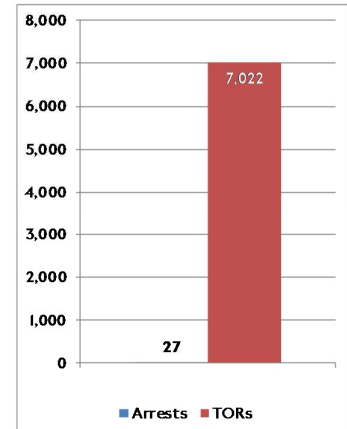
The majority of enforcement was delivered through arrests.

During FY18/19 there was a rise in enforcement outputs, following a decline in FY17/18.

4-year trend (volume)

FY15/16: 1815
FY16/17: 1927
FY17/18: 1831
FY18/19: 2037

Nature of enforcement (FY18/19)

Arrests: 1,921
TORs: 116

Signs / Lines

GIVE WAY

This grouping includes a variety of offences related to failing to comply with road signs and road markings.

The majority of enforcement was delivered through the issuing of TORs.

During FY18/19 there was a slight rise in enforcement outputs, following a decline in the preceding years.

4-year trend (volume)

FY15/16: 7870
FY16/17: 7332
FY17/18: 6796
FY18/19: 7049

Nature of enforcement (FY18/19)
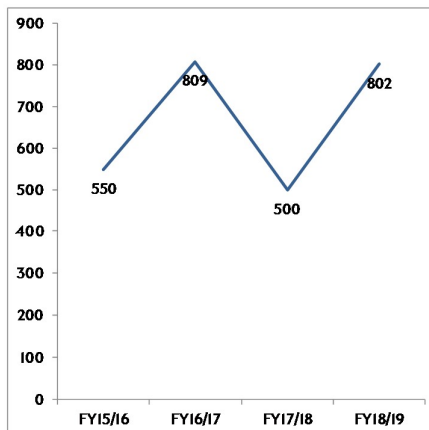

Arrests: 27
TORs: 7,022
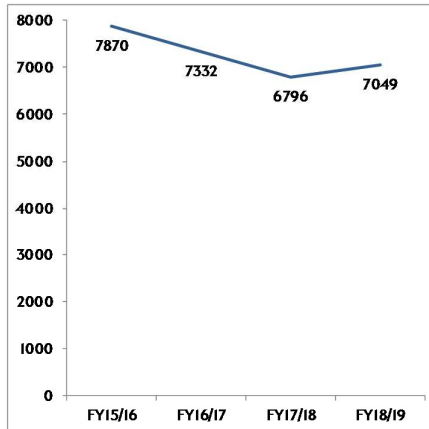
Lights

This grouping includes a variety of offences related to using a vehicle's lights in an unsafe way.

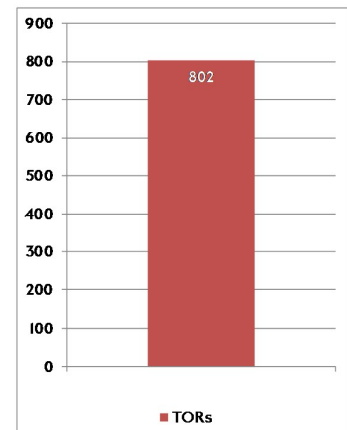All enforcement was delivered through the issuing of TORs.

During FY18/19 there was a rise in enforcement outputs, following a decline in FY17/18.

4-year trend (volume)

FY15/16: 550
FY16/17: 809
FY17/18: 500
FY18/19: 802

Nature of enforcement (FY18/19)

TORs: 802

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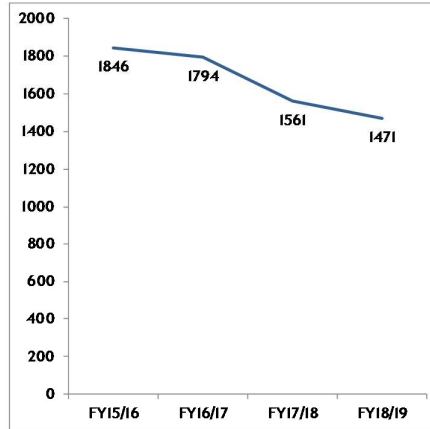
Manoeuvres / Obstruction / Parking / Positioning

This grouping includes a variety of offences related to unsafe manoeuvres, parking and positioning of a vehicle.
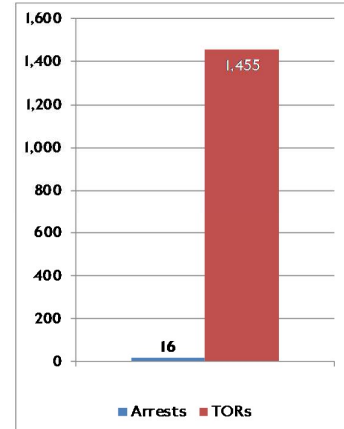
The majority of enforcement was delivered through the issuing of TORs.

There has been a relatively steady decline in enforcement outputs in recent years.

4-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19
1846	1794	1561	1471

Nature of enforcement (FY18/19)

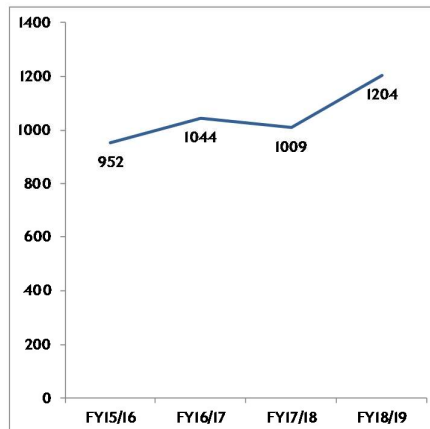| Arrests	TORs
16	1,455

Tachograph

This grouping includes a variety of offences related to driving in excess of tachograph rules.
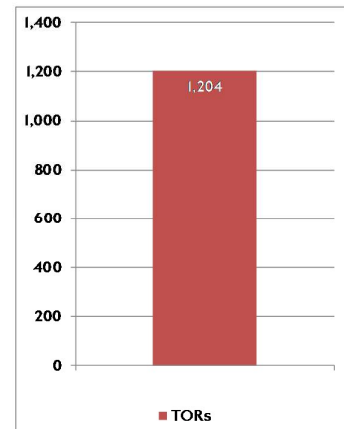
All enforcement was delivered through the issuing of TORs.

During FY18/19 there was a rise in enforcement outputs, maintaining a relatively steady rise in recent years.

4-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19
952	1044	1009	1204

Nature of enforcement (FY18/19)
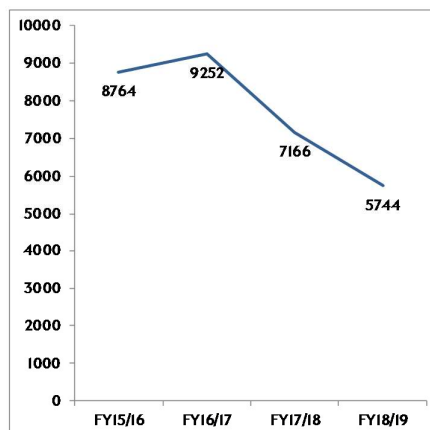
TORs
1,204

Seatbelt

This grouping includes a variety of offences related to drivers and passengers failing to wear a seatbelt.
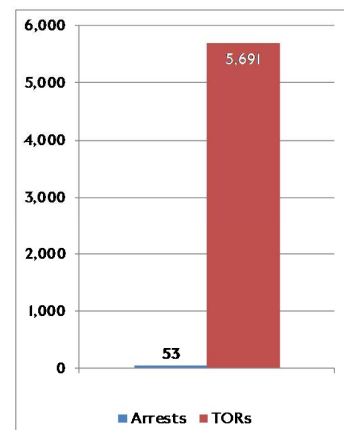
The majority of enforcement was delivered through the issuing of TORs.

There has been a steady decline in enforcement outputs during the last three financial years.

4-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19
8764	9252	7166	5744

Nature of enforcement (FY18/19)

| Arrests	TORs
53	5,691

Local Traffic Orders / Royal Parks

This grouping includes a variety of offences related to failing to comply with local traffic orders and using a vehicle in a Royal Park when this isn't permitted.
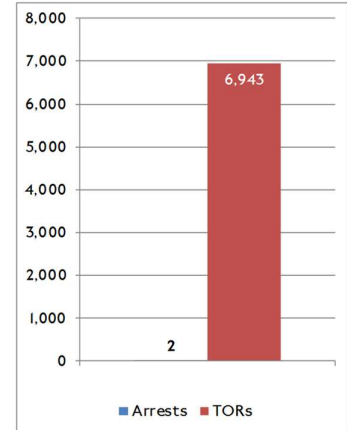
The majority of enforcement was delivered through the issuing of TORs.

During FY18/19 there was a slight rise in offences, following a drop in the previous two years.

4-year trend (volume)

FY15/16	9348
FY16/17	8844
FY17/18	5739
FY18/19	6945

Nature of enforcement (FY18/19)

Arrests: 2
TORs: 6,943
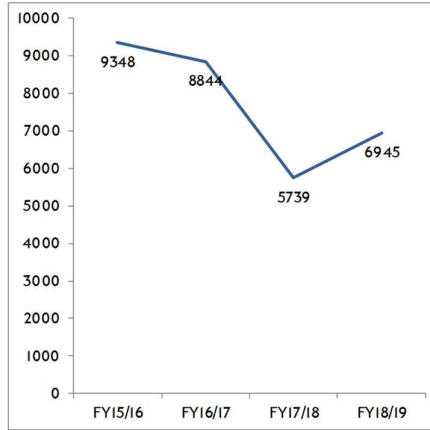
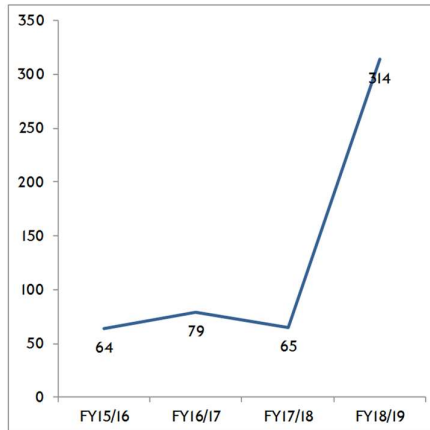## Other driving / riding offences

This grouping includes a small number of offences related to driving / riding a vehicle which didn't fall into a specific theme.
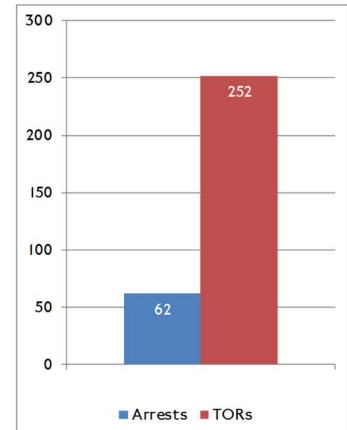
The majority of enforcement was delivered through the issuing of TORs.

During FY18/19 there was a sharp rise in enforcement outputs following stable trend in preceding years.

4-year trend (volume)

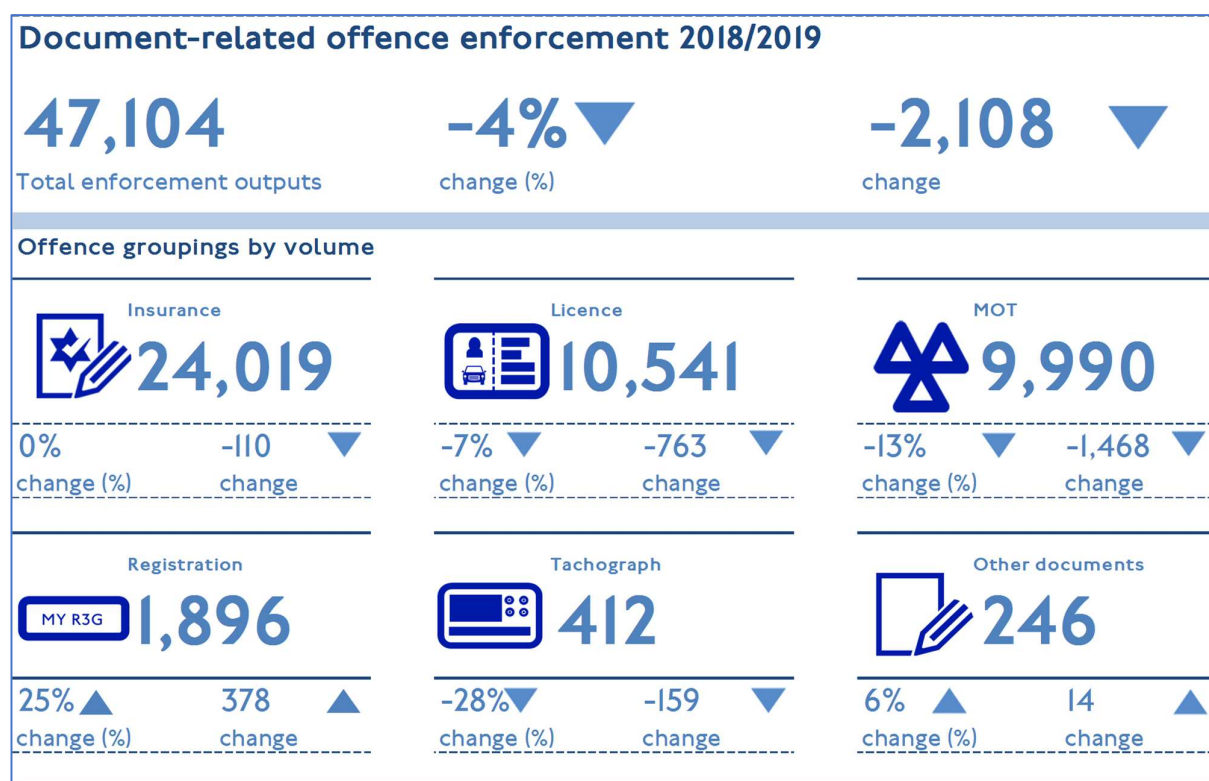|	
FY15/16	64
FY16/17	79
FY17/18	65
FY18/19	314

Nature of enforcement (FY18/19)

Arrests: 62
TORs: 252

Document-Related Offences
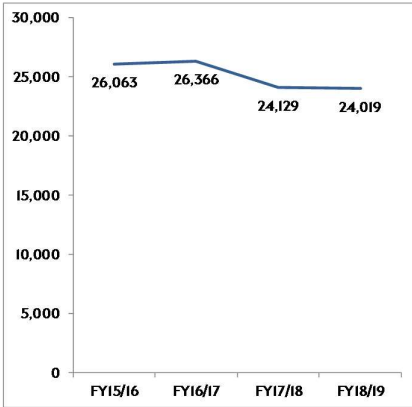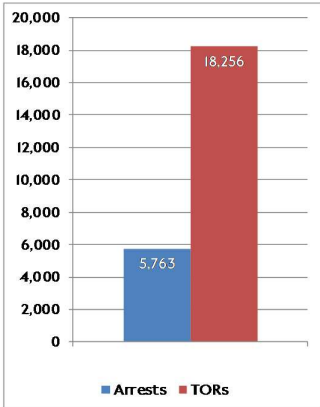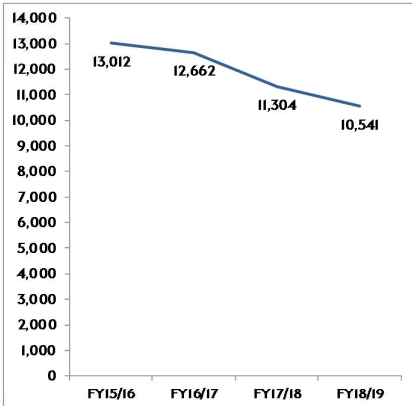
Document-related offences are those where the driver or rider of a vehicle has been unable to provide the required documentation to prove:

- they possess the right insurance or licence
- the vehicle has passed necessary tests
- the vehicle is correctly registered with registration markings visible or
- the vehicle, where relevant, has a tachograph device correctly installed.

The summary below shows that overall there has been a minor reduction year on year in enforcement outputs for document-related offences.
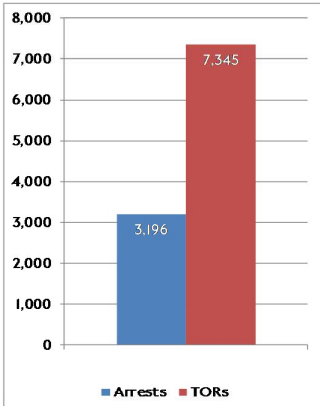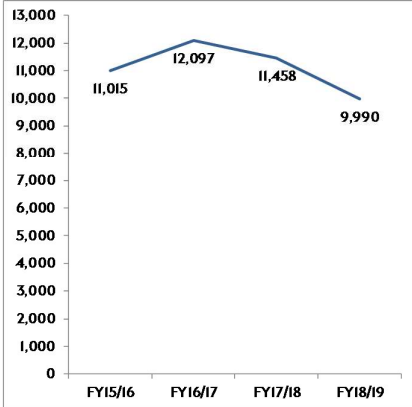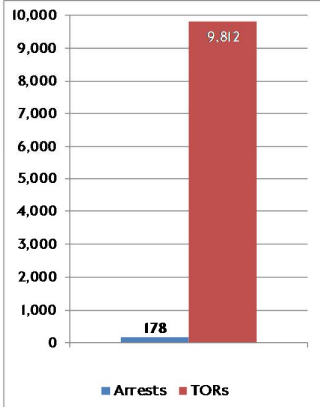
Document-related offence enforcement 2018/2019

47,104	-4% ▼	-2,108 ▼
Total enforcement outputs	change (%)	change

Offence groupings by volume

Insurance	Licence	MOT
24,019	10,541	9,990
0% — change (%)	-7% ▼ change (%)	-13% ▼ change (%)
-110 ▼ change	-763 ▼ change	-1,468 ▼ change

Registration	Tachograph	Other documents
MY R3G 1,896	412	246
25% ▲ change (%)	-28% ▼ change (%)	6% ▲ change (%)
378 ▲ change	-159 ▼ change	14 ▲ change

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Document-Related Themes

Insurance

This grouping includes a variety of offences relating to the use of a vehicle without insurance, failing to provide evidence of insurance, altering insurance documentation, having incorrect insurance or falsely obtaining insurance.

The majority of enforcement was delivered through the issuing of TORs. The level of enforcement outputs is similar to FY17/18.

4-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19
26,063	26,366	24,129	24,019

Nature of enforcement (FY18/19)

Arrests: 5,763
TORs: 18,256

Licence

This grouping includes a variety of offences related to licences, including using a vehicle without a licence, failing to provide evidence of a licence, altering licence documentation, having an incorrect licence or falsely obtaining insurance.

The majority of enforcement was delivered through the issuing of TORs.

There is a steady downward trend in enforcement outputs.

4-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19
13,012	12,662	11,304	10,541

Nature of enforcement (FY18/19)

Arrests: 3,196
TORs: 7,345

MOT

This grouping includes a variety of offences related to using a vehicle without a valid test certificate or evidence of a recent test.

The majority of enforcement was delivered through the issuing of TORs.

There is a steady downward trend in enforcement outputs during the last two financial years.

4-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19
11,015	12,097	11,458	9,990

Nature of enforcement (FY18/19)

Arrests: 178
TORs: 9,812

Registration

MY R3G

This grouping includes a variety of offences related to using a vehicle without a valid or visible registration mark or plate, and using an incorrectly registered vehicle.

All enforcement was delivered through the issuing of TORs.

There is a steady upward trend in enforcement outputs relating to registration.

4-year trend (volume)
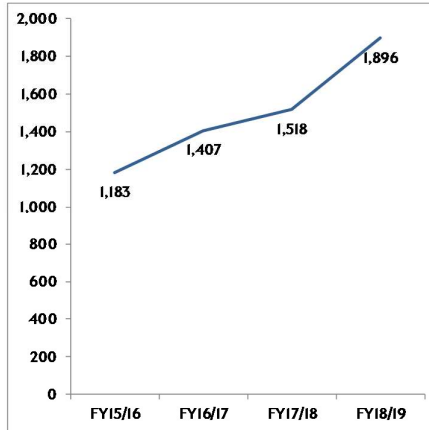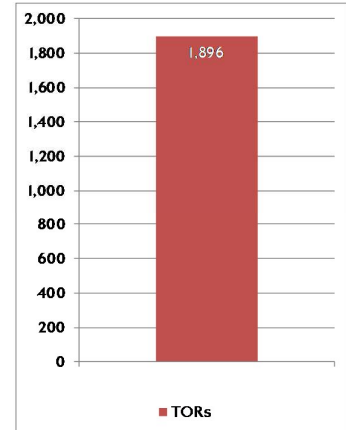
Nature of enforcement (FYI8/19)

Tachograph

This grouping includes a variety of offences related to using a vehicle without the correct use of a tachograph device, or without a tachograph device installed (correctly or at all).

The majority of enforcement was delivered through the issuing of TORs (there were 3 arrests made during FY18/19).

During FY18/19 there was a drop in enforcement outputs relating to tachographs.

4-year trend (volume)
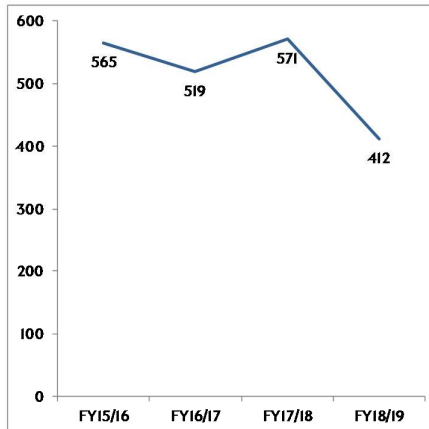
Nature of enforcement (FYI8/19)
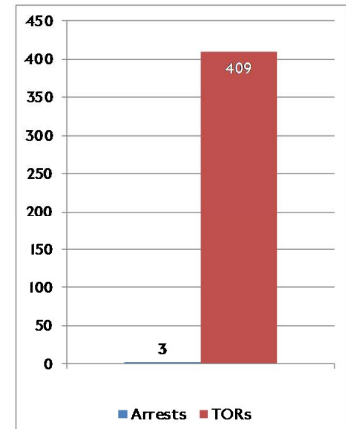
Other documents

This grouping includes a variety of offences related to using a vehicle without the correct documentation in place or failing to provide documentation, where the offences don't naturally fit with the themes presented above.

The majority of enforcement was delivered through the issuing of TORs.

During FY18/19 there was a slight rise in enforcement outputs following a prior decline.

4-year trend (volume)
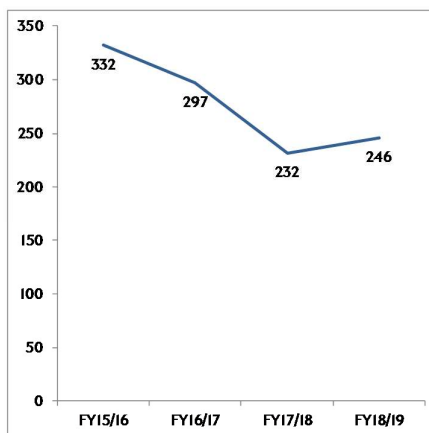
Nature of enforcement (FYI8/19)
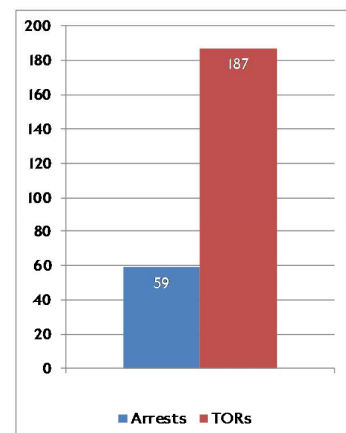
Vehicle-Related Offences

Vehicle-related offences are those where the vehicle being used isn't in a fit condition to be used safely. This includes themes relating to:

- the vehicle condition is non-roadworthy or safe to use (including lights and tyres)
- passengers are travelling in or on the vehicle unsafely
- seat belts are either unfitted or defective or
- the vehicle is carrying loads it is not designed to safely carry.

The summary below shows that overall there has been a minor reduction year on year in enforcement outputs for vehicle-related offences.

Vehicle-related offence enforcement 2018/2019

8,906	−9% ▼	−894 ▼
Total enforcement outputs	change (%)	change

Offence groupings by volume

Condition / Equipment	Tyres	Lights
3,830	2,427	1,177
−19% ▼ −908 ▼	4% ▲ 84 ▲	3% ▲ 38 ▲
change (%) change	change (%) change	change (%) change

Weight / Load	Passengers	Seatbelt
KG 946	452	74
7% ▲ 61 ▲	−33% ▼ −223 ▼	270% ▲ 54 ▲
change (%) change	change (%) change	change (%) change

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Vehicle-Related Themes

Condition / Equipment

This grouping includes a variety of offences relating to the use of a vehicle in a condition likely to cause danger or injury to the driver / rider and other road users.

The majority of enforcement was delivered through the issuing of TORs. The level of enforcement outputs had continued to decline, and has decreased at a similar rate to that seen in previous years.

4-year trend (volume)

Line chart showing values: FY15/16: 6077, FY16/17: 5550, FY17/18: 4738, FY18/19: 3830

Nature of enforcement (FY18/19)

Bar chart: Arrests 38, TORs 3,792
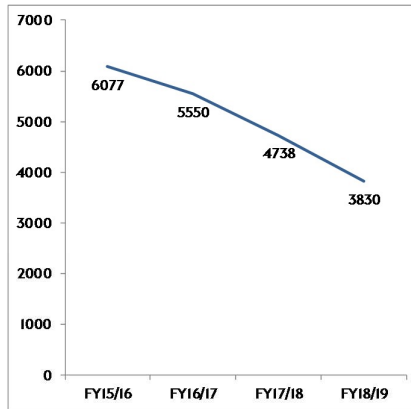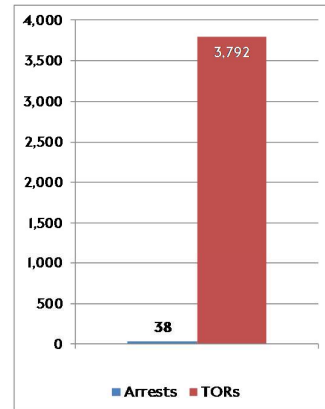
Tyres

This grouping includes a variety of offences related to the condition and inflation of tyres.

The majority of enforcement was delivered through the issuing of TORs.

There is a slight increase in enforcement outputs compared with last year, following a decline in recent years.

4-year trend (volume)
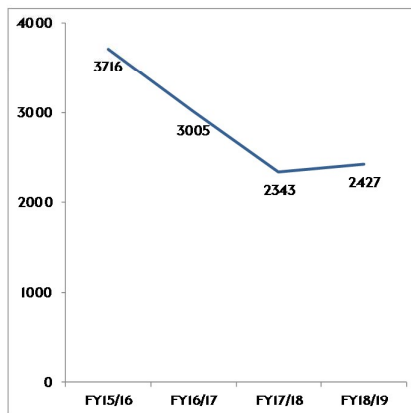
Line chart showing values: FY15/16: 3716, FY16/17: 3005, FY17/18: 2343, FY18/19: 2427

Nature of enforcement (FY18/19)

Bar chart: Arrests 30, TORs 2,397
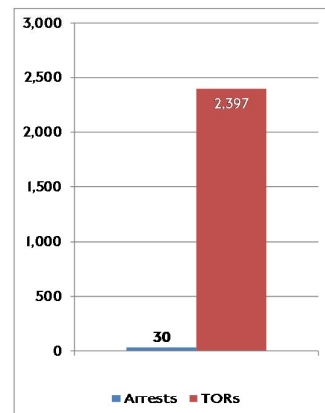
Lights

This grouping includes a variety of offences related to the condition of a vehicle's lights.

The majority of enforcement was delivered through the issuing of TORs, (there was 1 arrest made during FY18/19).

There is a steady downward trend in enforcement outputs which has plateaued in recent years.

4-year trend (volume)
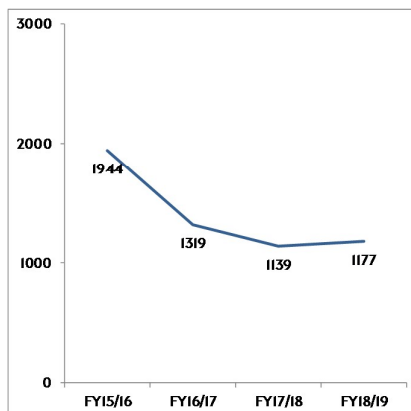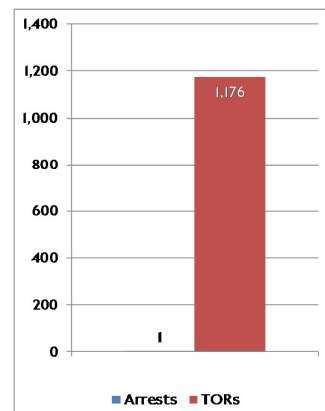
Line chart showing values: FY15/16: 1944, FY16/17: 1319, FY17/18: 1139, FY18/19: 1177

Nature of enforcement (FY18/19)

Bar chart: Arrests 1, TORs 1,176

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Weight / Load

KG

This grouping includes a variety of offences related to using a vehicle carrying weight or load excessive to the design of the vehicle.

The majority of enforcement was delivered through the issuing of TORs (there were 5 arrests made during FY18/19).

There is a steady upward trend in enforcement outputs.

4-year trend (volume)

186 — FY15/16
587 — FY16/17
885 — FY17/18
946 — FY18/19

Nature of enforcement (FY18/19)
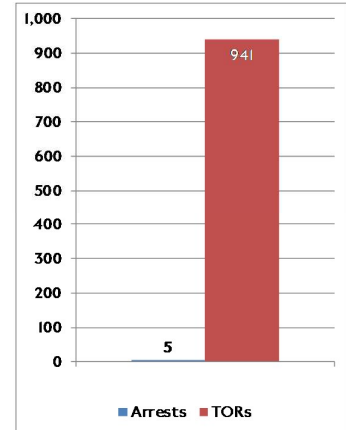
Arrests: 5
TORs: 941

Passengers

This grouping includes a variety of offences related to using a vehicle carrying additional passengers in a way likely to cause danger.

The majority of enforcement was delivered through the issuing of TORs (there were 5 arrests made during FY18/19).

Following a continual rise in the preceding years, during FY18/19 there was a decline in enforcement outputs.
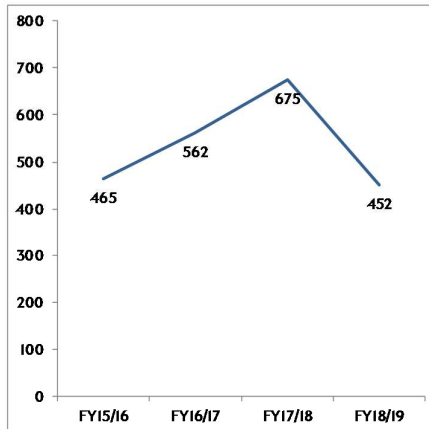
4-year trend (volume)

465 — FY15/16
562 — FY16/17
675 — FY17/18
452 — FY18/19

Nature of enforcement (FY18/19)
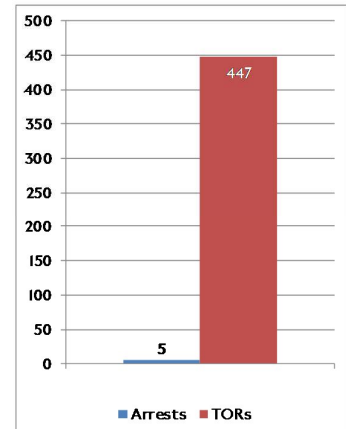
Arrests: 5
TORs: 447

Seat belt

This grouping includes a variety of offences related to using a vehicle without correctly fitted or maintained seat belts.

The majority of enforcement was delivered through the issuing of TORs. (there was 1 arrest made during FY18/19).

During FY18/19 there was a large percentage rise in enforcement outputs, following low levels in previous years.

4-year trend (volume)

10 — FY15/16
14 — FY16/17
20 — FY17/18
74 — FY18/19

Nature of enforcement (FY18/19)

Arrests: 1
TORs: 73

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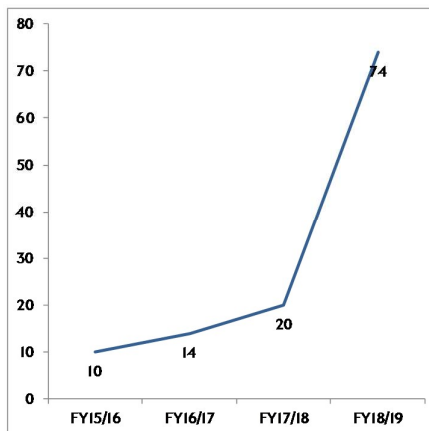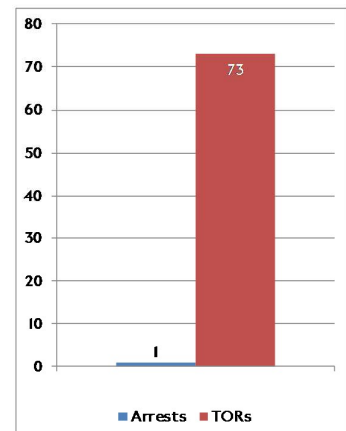
Summary of Road Traffic Disposal Options

The range of road traffic disposal options is extensive and varies according to the severity of the offence. These options are explained below:

Fixed Penalty Notice (FPN): These were issued on the roadside by officers pre-April 15 and gave the recipient two options; to pay the fixed penalty notice (usually a fine and points) and surrender their driving licence for appropriate offences or request a court hearing.

Traffic Offence Reports (TORs): This process replaced most FPNs. Both police forces in London now use TORs to deal with the majority of endorsable and non-endorsable traffic offences. The TOR was introduced in August 2014 by the CoLP, and April 2015 by the MPS. TORs offer the police more flexibility in dealing with traffic offences, allowing them to issue diversionary courses in addition to the 2014 options of a FPN or a Summons to court.

Officers recommend a disposal option (court summons, fixed penalty, diversionary course) on the TOR, and the appropriate option is offered by the associated police Criminal Justice Unit (CJU). In some cases, the CJU may decide to take no further action (NFA). As this bulletin aims to give an overview of roads policing activity, only data on the number of FPNs/TORs issued has been displayed, not which disposal was offered or final outcome.

Process Book: In certain circumstances, it may be appropriate for a driver to be summonsed immediately for the offence for which they were reported. Before TORs were introduced, the only option was for an officer on the roadside to complete a Process Book. Unfortunately the system used to record these does not break the data down by offence type, so this has not been included. However, the introduction of the TOR has given officers the choice of completing either a Process Book as before, or a TOR recommending a summons for certain offences – the final decision being made by the criminal justice unit. Data on TORs that came with an officer recommendation of a summons have been included in the totals.

Notice of Intended Prosecution (NIP)
For offences captured by camera, a NIP is sent to the registered keeper of the vehicle by the appropriate CJU. Depending on severity of offence, the registered keeper will either be offered a diversionary course, a fixed penalty or be summonsed to court. If the police do not receive a response within 28 days the initial offer will no longer be available and the driver will receive a more severe penalty.

Arrest
In some cases, suspects of road offences will be arrested. Officers must use one of a number of criteria to justify the arrest including; keeping the suspect from disappearing, to ensure that the suspect will not harm themselves or any other individual, or to ensure prompt and efficient investigation of the alleged crime.

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Explanation of Community Roadwatch

Community Roadwatch gives local residents the opportunity to work side by side with their local police teams and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are issued where appropriate, and the information can help to inform the future activity of local police teams.

Frequently Asked Questions

Can you explain the order of the report sections?

- The introduction headline information focusses on the offences with the highest volume and change, to provide high level view of the main offences resulting from enforcement activity; the following thematic sections include more detailed breakdown of all offences grouped in certain ways to bring offences together as to whether they are based on driver behaviour, documentation issues and vehicle issues.
- The thematic sections have been ordered to focus on those offences resulting from the most dangerous road user behaviours first (e.g. offences such as speeding which are a result of driver behaviour).
- The accompanying dataset can be used to further scrutinise offences of interest specific to individuals.

Why does enforcement vary by borough?

- Information where possible is referenced to a borough, as seen in the accompanying dataset.
- The information contained in the report reflects the outputs from enforcement activity and does not necessarily correlate with the volume of enforcement activity undertaken in each borough.
- The volume of safety cameras varies by borough.
- The police in partnership with TfL consider and analyse varied information to understand which of London's roads represent higher risk to road users with some locations receiving more enforcement than others (due to collision rates, intelligence, and vehicle flow for instance). Some enforcement is conducted on strategic roads which may pass through multiple boroughs.
- The arrest information indicates the borough where the arrestable offence was processed by the police and does not indicate where the offence was committed (this is especially pertinent for arrest information as not all Metropolitan Police Service boroughs have a custody unit where arrested offenders are processed).

What does enforcement output mean?

- Enforcement outputs are any sanctions issued by the police; these should not be confused with criminal justice outcomes. Not all of these will result in an out of court sanction or court prosecution.

Are civil offences included in the report?

- The report is focussed upon all enforcement outputs issued by the police. It does not include any civil offences, such as pavement parking.

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Can you view enforcement outputs by speed limit?

- The accompanying dataset can be used to filter specific groupings of speeding-related offences and the associated speed limit.
- It isn't possible for every speeding-related offence to determine if the enforcement was delivered via a safety camera or manual equipment, hence this distinction is not included within the report.

Why is Community Roadwatch information included alongside enforcement outputs?

- Letters sent to registered vehicle owners of vehicles identified as speeding have been included alongside other speeding enforcement as for the purposes of this report, they are considered a form of warning to drivers.
- The accompanying dataset can be used to filter specific groupings of offences and disposal options different to those presented in the report.

What speed limit is the Community Roadwatch scheme used to enforce?

- Community Roadwatch is conducted on roads with limits of 20, 30, and 40 miles per hour.

How can you distinguish between enforcement against roads users who fail to stop following a collision and those who fail to stop following instruction from the police?

- The accompanying dataset enables this information to be determined through filtering by "sub-theme" and "offence"; during 2018/19 approximately 20% of offences were related to fail to stop following a collision, and 80% were related to fail to stop following police instruction.

Why are drink and drug related offences combined and not separate?

- During 2018/19 with the available data, with approximately 11% driving under the influence offences it isn't possible to establish whether the offence involved drugs or alcohol, hence it would be difficult to gain an accurate representation.
- Where the offence specifies the use of drink or drugs can be ascertained from the accompanying dataset.

Are the distraction related offences reflecting use of handheld mobile phones?

- Almost all offences are categorised as "handheld / mobile device"; it isn't possible without additional work to further determine the nature of the handheld device.

Are the majority of goods vehicle offences tachograph related?

- Tachograph offences only relate to vehicles and are attributable to goods vehicles. There will be some driver and documentation related offences which are not easily identifiable as being committed by the user of a specific vehicle, hence it isn't possible to state with certainty the volume of all offences attributed to goods vehicle (driver, documentation and vehicles).

Are the offences detected by the London Freight Enforcement Partnership included within these statistics?

- Any enforcement outputs as a result of London Freight Enforcement Partnership (LFEP) activity are included, however it will only include those offences dealt with by the City of London Police and Metropolitan Police Service.
- It isn't possible to determine which enforcement outputs relate specifically to LFEP activity.

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Useful Links

Transport for London
- Main website
  http://www.tfl.gov.uk
- City for all Londoners
  https://www.london.gov.uk/sites/default/files/city_for_all_londoners_nov_2016.pdf
- Mayors Transport Strategy
  https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy
- Vision Zero for London and Vision Zero Action Plan
  https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london
- Reducing Road Danger
  https://tfl.gov.uk/corporate/safety-and-security/road-safety?intcmp=2986
- Safety enforcement cameras
  https://tfl.gov.uk/corporate/safety-and-security/road-safety/safety-enforcement-cameras
- TfL Road Safety information (fact sheets, reports, data extracts and other publications concerning road safety)
  https://tfl.gov.uk/corporate/publications-and-reports/road-safety

Metropolitan Police Service
- Main website
  http://www.met.police.uk
- Community Roadwatch
  https://www.met.police.uk/notices/met/community-roadwatch/
- Report a road traffic incident
  https://www.met.police.uk/ro/report/rti/rti-a/report-a-road-traffic-incident/

City of London Police
- Main website
  https://www.cityoflondon.police.uk
- Advice and support, safer roads
  https://www.cityoflondon.police.uk/advice-and-support/safer-roads/Pages/default.aspx

Other
- Government Road Safety Campaigns
  http://think.direct.gov.uk/drug-driving.html
- Home Office National Enforcement figures

https://www.gov.uk/government/collections/police-powers-and-procedures-england-and-wales
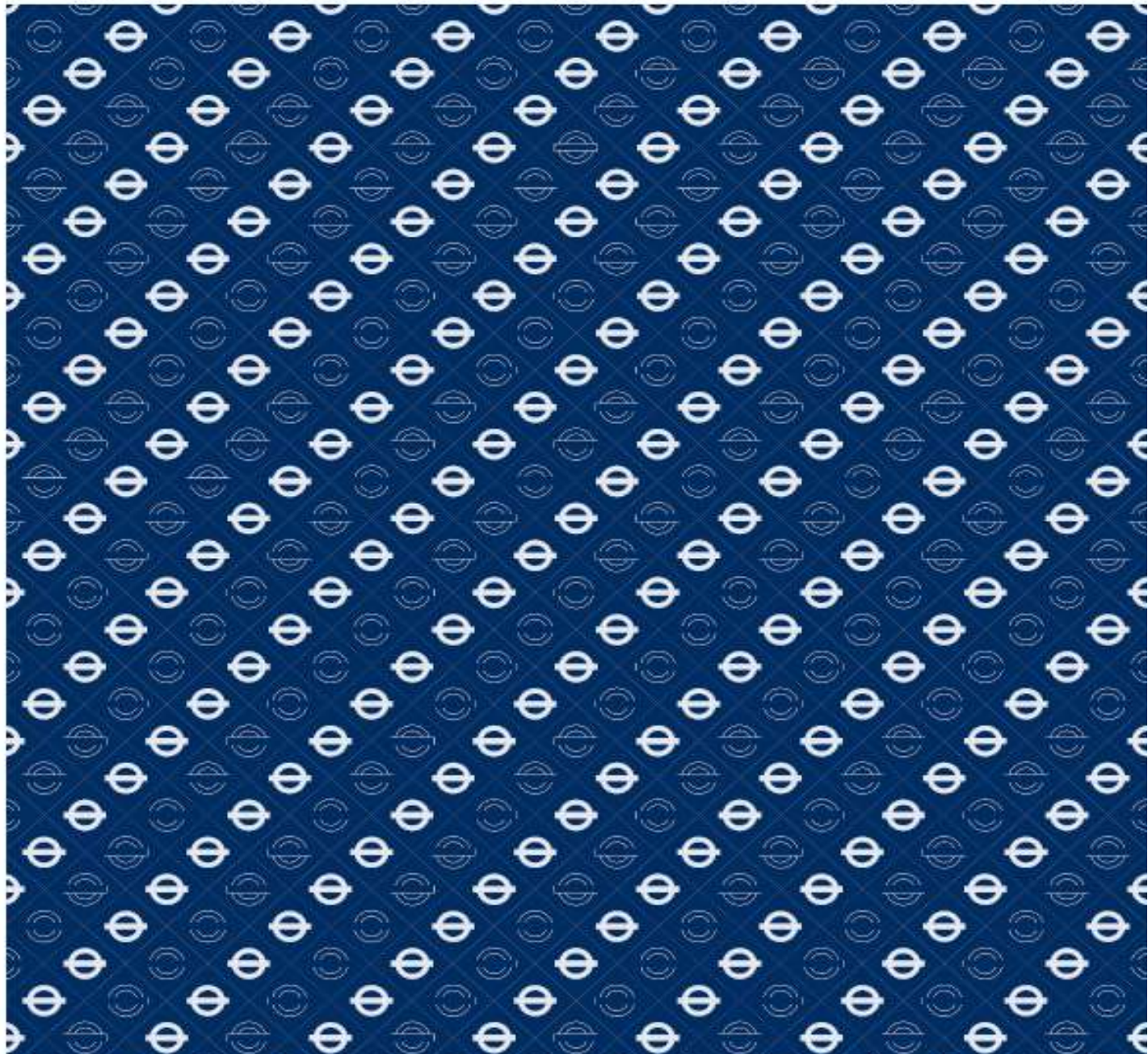- Ministry of Justice Crime Statistics
https://www.gov.uk/government/collections/criminal-justice-statistics

For more information on this report please contact TfL at CPOSDirector@tfl.gov.uk
For other general TfL enquiries please telephone +44 (0)343 222 1234, textphone: +44 (0)20 7918 3015 or use the relevant contact form of TfL's website http://www.tfl.gov.uk/contact/default.aspx

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