Transport for London

Roads Policing Enforcement

Statistics Bulletin

2019/20

Contents

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Overview

Introduction

This bulletin provides a statistical overview of our roads policing enforcement activity for 1 April 2019 – 31 March 2020 (2019/20), 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, irrespective of the enforcement outcome. 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, Exchanging Places, close passing operations and actively monitoring and targeting high risk vehicles and drivers.

What's new in the FY2019/20 edition of the Roads Policing Enforcement Statistics Bulletin?

Additional information has been included on the police action taken in response to offences reported by the public. This would include offences captured on headcam or dashcam, for example.

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[1]

The Mayor, through TfL, the MPS, CoLP and the boroughs, and working with stakeholders, has adopted a Vision Zero approach for reducing 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.

Role of enforcement

Enforcement and policing activity are 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 – MPS Roads and Transport Policing Command (RTPC) and the CoLP -

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[1] 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

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 2019/20 the police dealt with over 380,000 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 over 60,000 more offences dealt with than the previous year.

This increase in enforcement action is a positive and welcomed result of the continued 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 delivering benefits 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 2019/2020 – Overview of Roads Enforcement Outputs

Total outputs	382,961
% change compared with FY18/19	19%
Volume change compared with FY18/19	61,080

(Arrests, TORs, NIPs (Safety Cameras and Public Allegations), Community RoadWatch letters sent)

Priority Road Danger Reduction Offences

Speeding

Total outputs	253,048
% change vs FY18/19	38%
Volume change vs FY18/19	69,845

Red Light

Total outputs	376
% change vs FY18/19	33%
Volume change vs FY18/19	93

Drink / Drugs

Total outputs	10,608
% change vs FY18/19	-1%
Volume change vs FY18/19	-138

Undue Care

Total outputs	5,471
% change vs FY18/19	32%
Volume change vs FY18/19	1,325

Distraction

Total outputs	5,138
% change vs FY18/19	-39%
Volume change vs FY18/19	-3,238

Dangerous Driving

Total outputs	1,468
% change vs FY18/19	6%
Volume change vs FY18/19	80

Insurance

Total outputs	25,040
% change vs FY18/19	3%
Volume change vs FY18/19	838

Licence

Total outputs	10,923
% change vs FY18/19	4%
Volume change vs FY18/19	372

Disqualified

Total outputs	1,704
% change vs FY18/19	1%
Volume change vs FY18/19	23

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 an increase of 22 per cent in enforcement outputs for driving/riding-related offences.

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Driving/Riding-related offence enforcement 2019/2020

Total outputs	324,471
% change compared with FY18/19	22%
Volume change compared with FY18/19	58,728

Offence groupings by volume

Speeding

Total outputs	253,048
% change vs FY18/19	38%
Volume change vs FY18/19	69,845

Red Light

Total outputs	376
% change vs FY18/19	33%
Volume change vs FY18/19	93

Drink / Drugs

Total outputs	10,608
% change vs FY18/19	-1%
Volume change vs FY18/19	-138

Signs / Lines

Total outputs	30,324
% change vs FY18/19	-18%
Volume change vs FY18/19	-6,649

Local Traffic Order / Royal Parks

Total outputs	5,823
% change vs FY18/19	-16%
Volume change vs FY18/19	-1,125

Undue Care

Total outputs	5,471
% change vs FY18/19	32%
Volume change vs FY18/19	1325

Distraction

Total outputs	5,138
% change vs FY18/19	-39%
Volume change vs FY18/19	-3,238

Seatbelt

Total outputs	4,431
% change vs FY18/19	-23%
Volume change vs FY18/19	-1,318

Fail to Stop / Comply with Police Direction

Total outputs	2,275
% change vs FY18/19	6%
Volume change vs FY18/19	127

Manoeuvres / Obstruction / Parking / Positioning

Total outputs	2,061
% change vs FY18/19	25%
Volume change vs FY18/19	416

Disqualified

Total outputs	1,704
% change vs FY18/19	1%
Volume change vs FY18/19	23

Dangerous Driving

Total outputs	1,468
% change vs FY18/19	6%
Volume change vs FY18/19	80

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Tachograph

Total outputs	1,002
% change vs FY18/19	–17%
Volume change vs FY18/19	–202

Lights Used Unsafely

Total outputs	537
% change vs FY18/19	–36%
Volume change vs FY18/19	–296

Other Driving / Riding

Total outputs	205
% change vs FY18/19	–35%
Volume change vs FY18/19	–112

Focus on Driving/Riding Speed-Related Offences

Overall Speed Enforcement

During FY19/20 the majority of speed enforcement undertaken was through safety cameras with smaller proportions of offences identified through on-street enforcement and public allegations resulting in NIPs. 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.

5-year trend (volume)
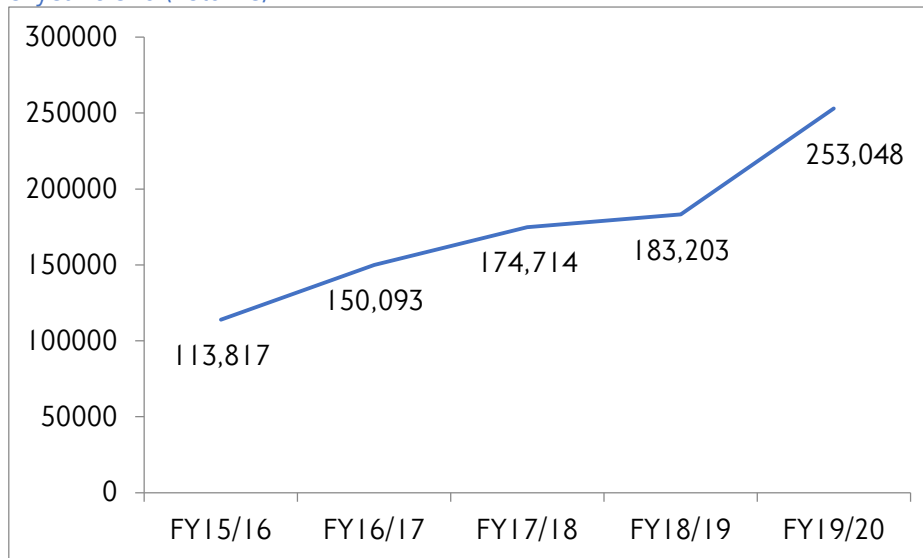
Enforcement action by speed limit (FY19/20)
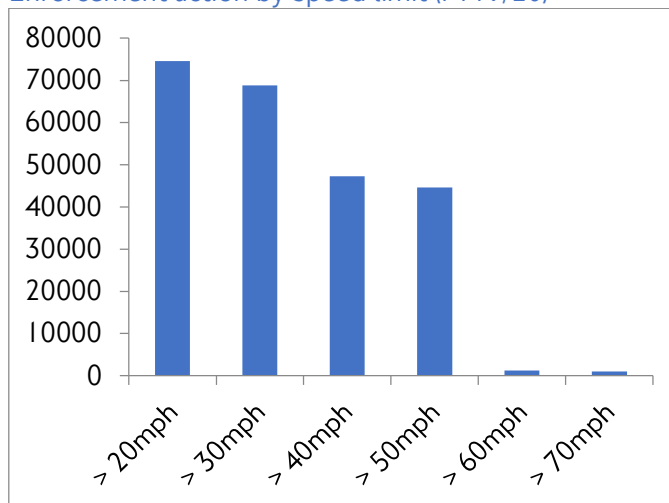
Safety Camera Enforcement

Total outputs	224,771
% change vs FY18/19	55%
Volume change vs FY18/19	80,147

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, over 600 speeding vehicles were enforced against every day through safety camera enforcement with drivers receiving a Notice of Intended Prosecution. The majority of enforcement was in 20 and 30 mph limits.

5-year trend (volume)
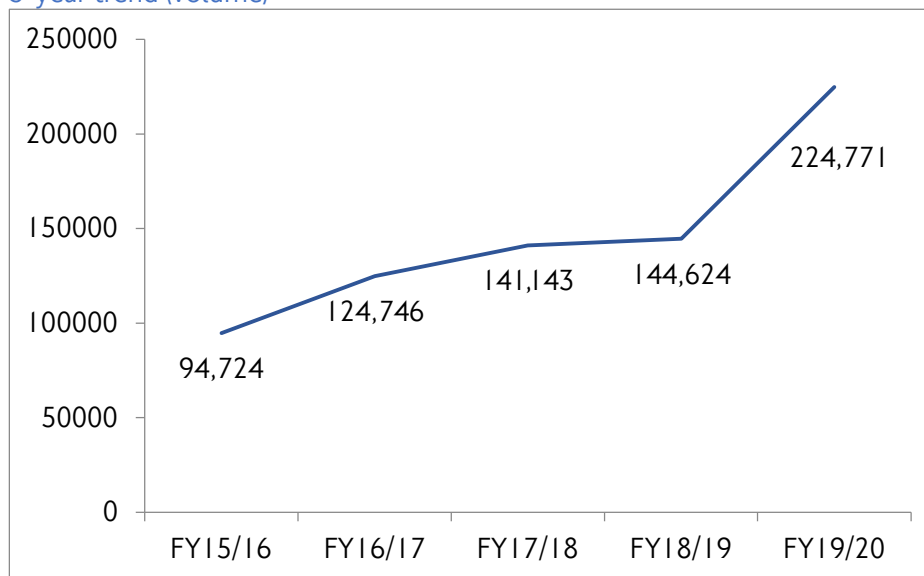
On-Street Enforcement

Total outputs	12,526
% change vs FY18/19	-11%
Volume change vs FY18/19	-461

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

The declining trend in recent years has begun to level. The majority of enforcement outcomes were delivered through the issuing of TORs and there were 51 arrests made during FY19/20.

5-year trend (volume)

Nature of enforcement (FY19/20)

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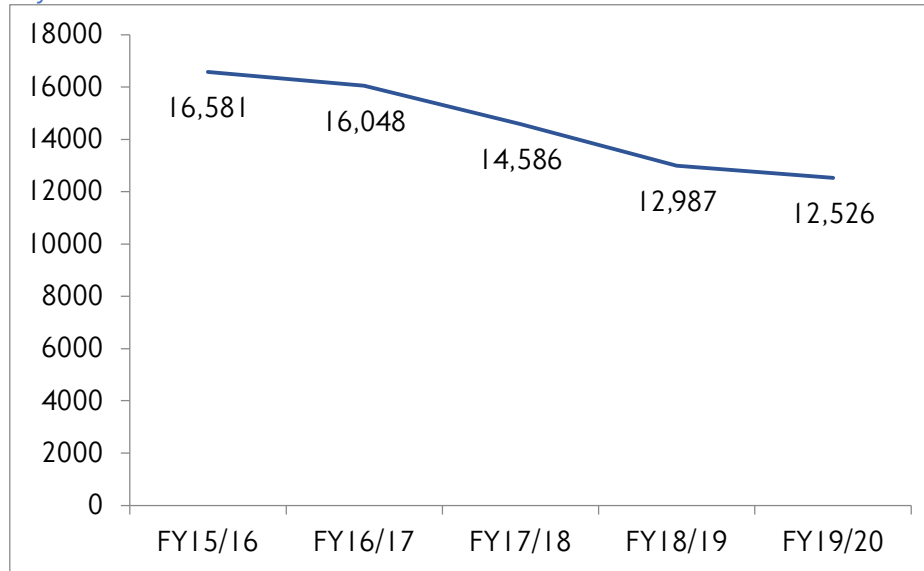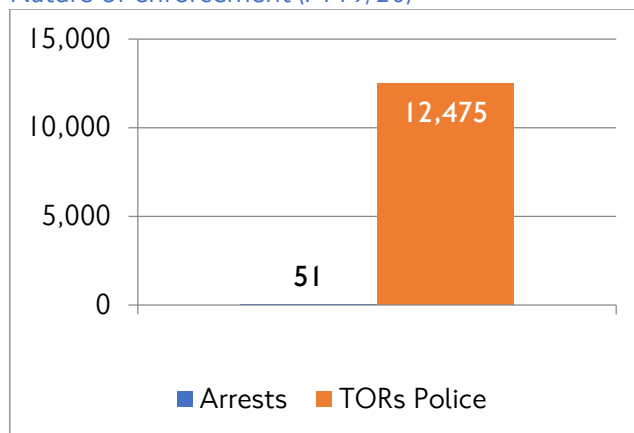
Public allegations resulting in NIPs

Total outputs	437
% change vs FY18/19	25%
Volume change vs FY18/19	88

The public can report to the MPS, via their website, possible driving offences witnessed and where they have digital evidence to substantiate an alleged offence. If reported within 10 days of the incident, the Met will investigate and if there is sufficient evidence a NIP will be issued.

Whilst there is an upward year-on-year trend, the volume of speeding offences identified via public reporting is broadly consistent over the last 3 years.

5-year trend (volume)
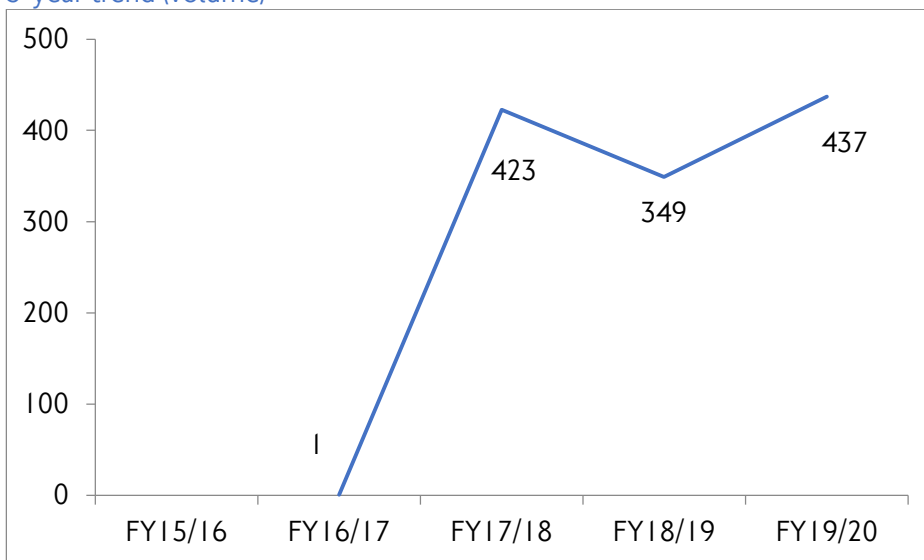
Community Roadwatch (CRW)

Total outputs	15,314
% change vs FY18/19	-39%
Volume change vs FY18/19	-9,929

This section includes the volume of letters sent to registered owners of vehicles found speeding during Community Roadwatch sessions. A letter is 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.
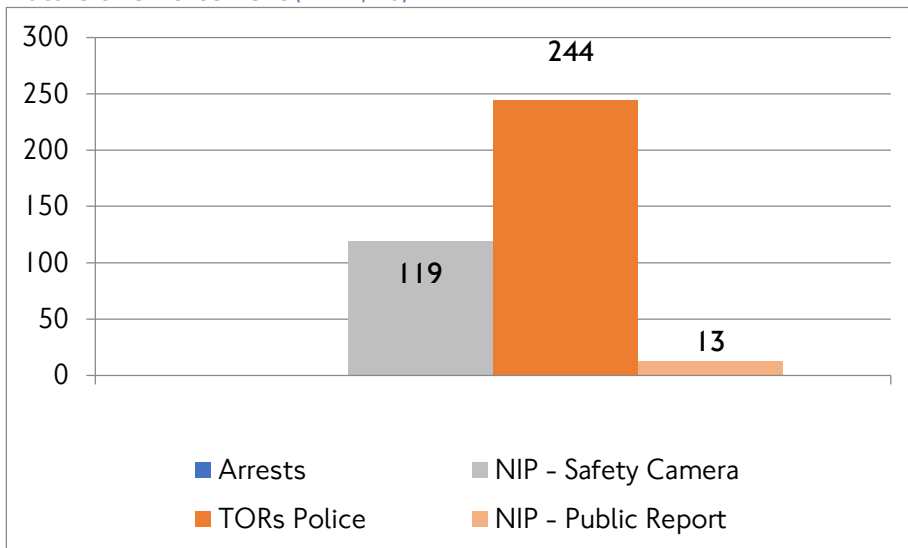
5-year trend (volume)
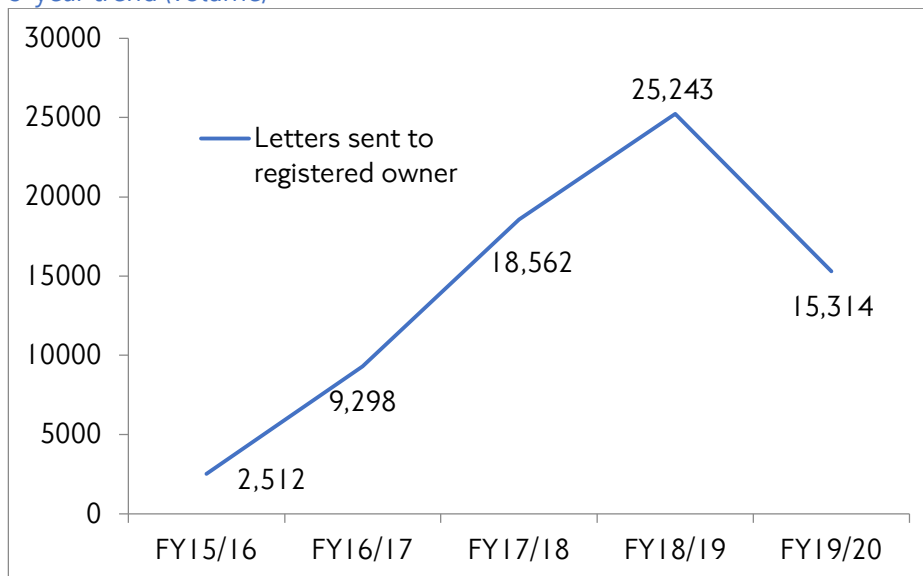
Red Light

This grouping includes a variety of offences related to drivers not stopping when instructed by a red traffic light signal. This grouping has been revised as it previously included offences relating to lights and signals indicating lane closures; these offences are now included within the Signs / Lines grouping. The high volume of offences during FY15/16 and FY16/17 is due to certain offences captured by safety cameras grouped together as "Red Light Offence" pre-Jan 2017 and due to issues accessing legacy systems it isn't possible to verify whether these offences are related to drivers passing through red lights indicating vehicles should stop, or drivers not adhering to lights indicating a lane closure which should be followed.

5-year trend (volume)
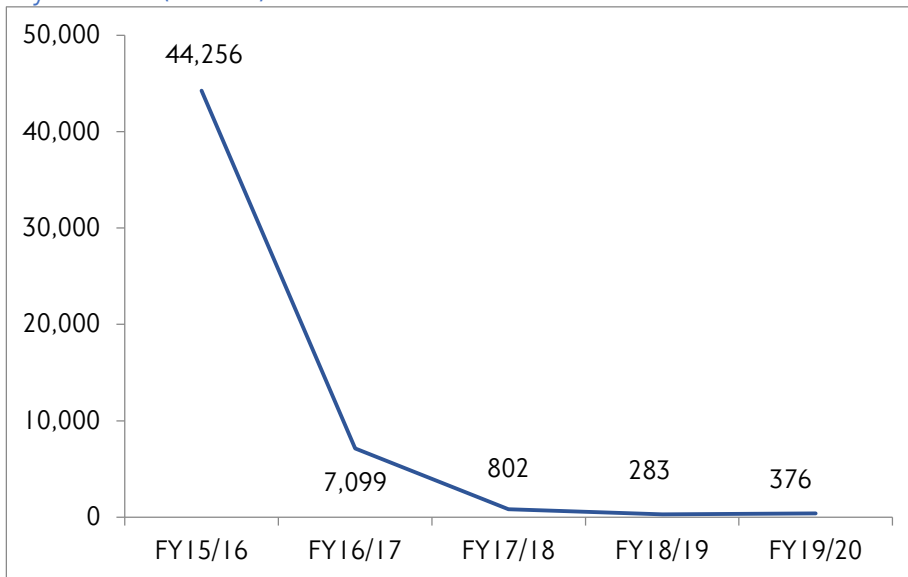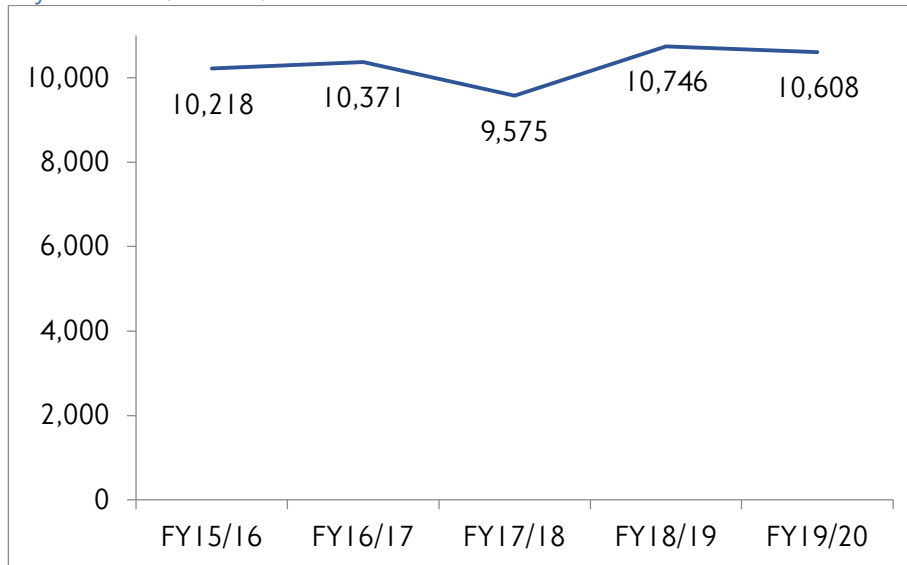

Nature of enforcement (FY19/20)

Drink / drugs

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

All drivers suspected of being under the influence of drugs and alcohol are arrested.

5-year trend (volume)

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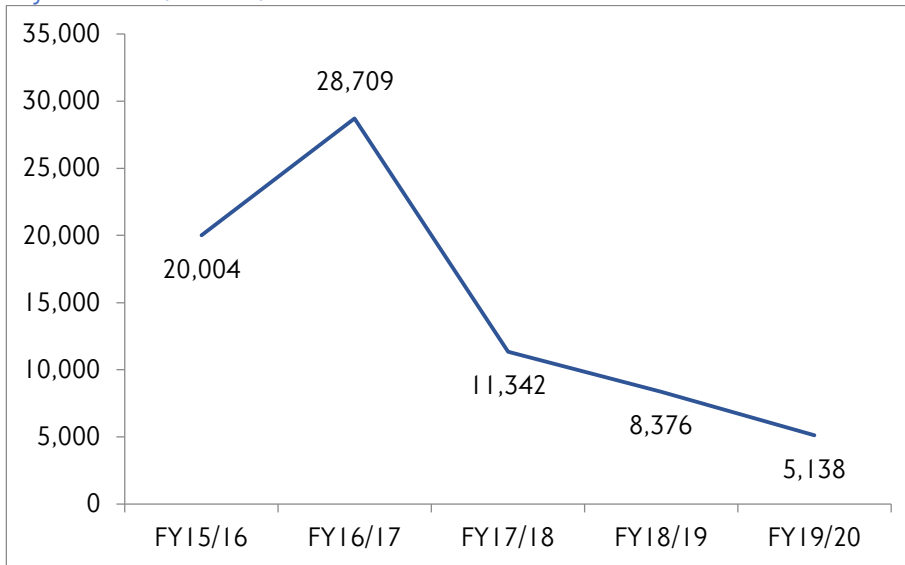
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Distraction

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 legislative change coming into effect in 2022 to close the loophole.

5-year trend (volume)

Nature of enforcement (FY19/20)

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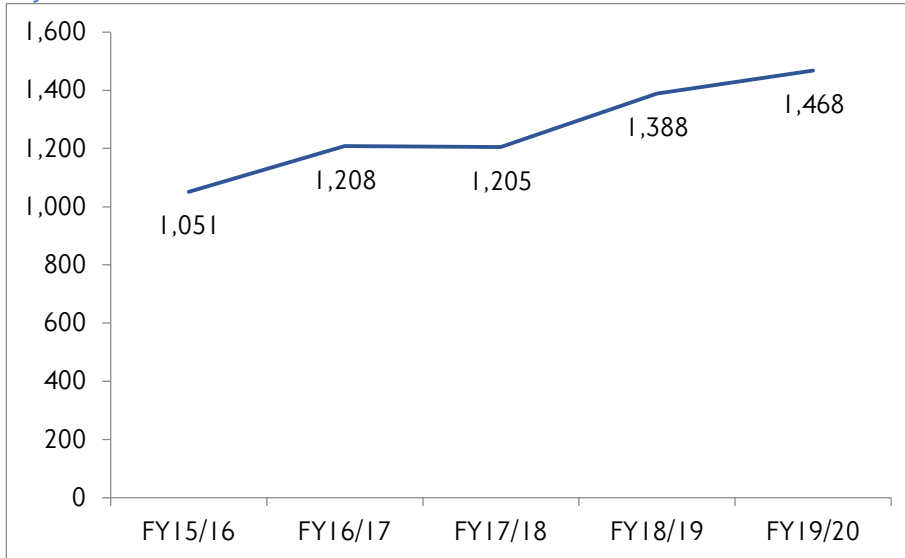
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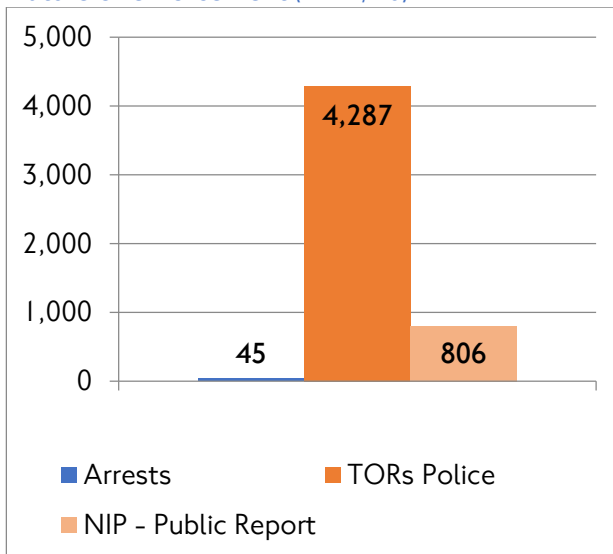
Dangerous Driving

This grouping includes a variety of offences related to dangerous driving and riding.

Drivers suspected of dangerous driving are arrested.
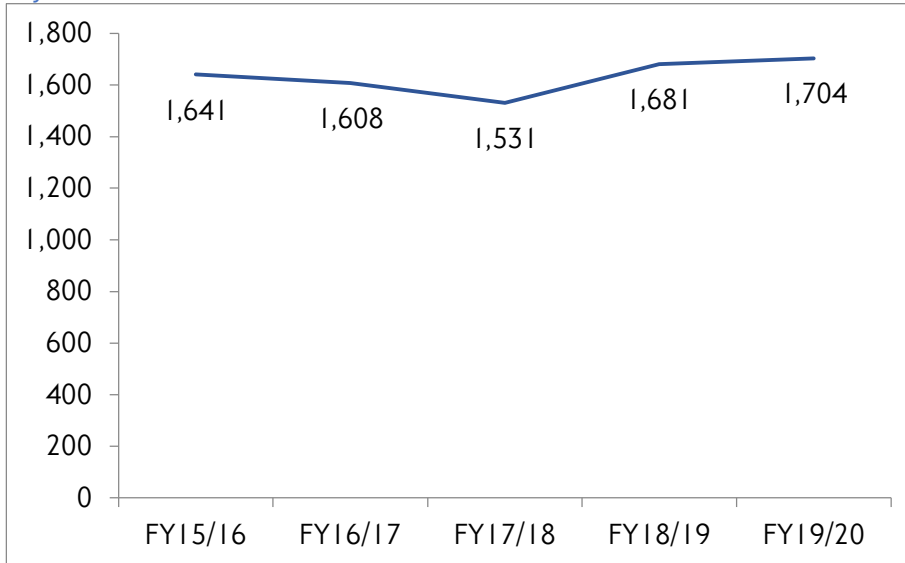
5-year trend (volume)

Disqualified

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

All enforcement action resulted in arrests.
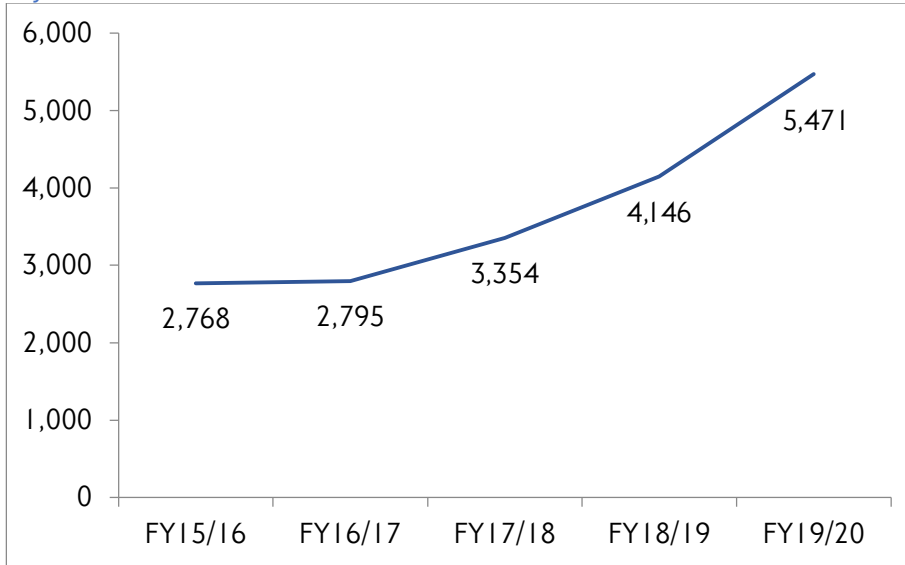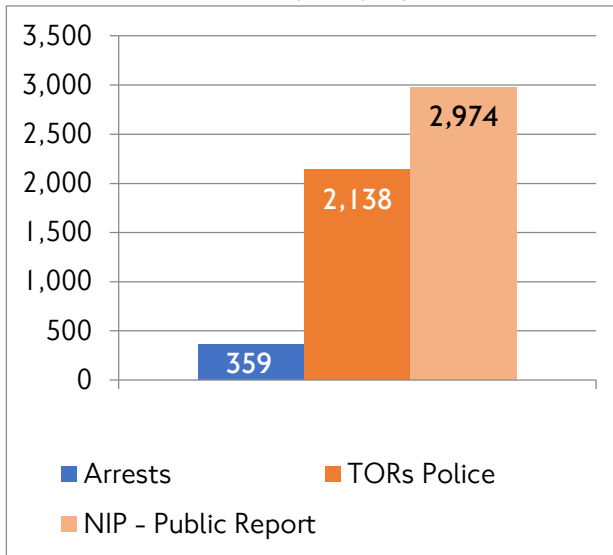
5-year trend (volume)

![Undue Care icon] **Undue Care**

This grouping includes a variety of offences related to driving and riding without due care and attention.

5-year trend (volume)

FY15/16	2,768
FY16/17	2,795
FY17/18	3,354
FY18/19	4,146
FY19/20	5,471

Nature of enforcement (FY19/20)

- ■ Arrests — 359
- ■ TORs Police — 2,138
- ■ NIP – Public Report — 2,974

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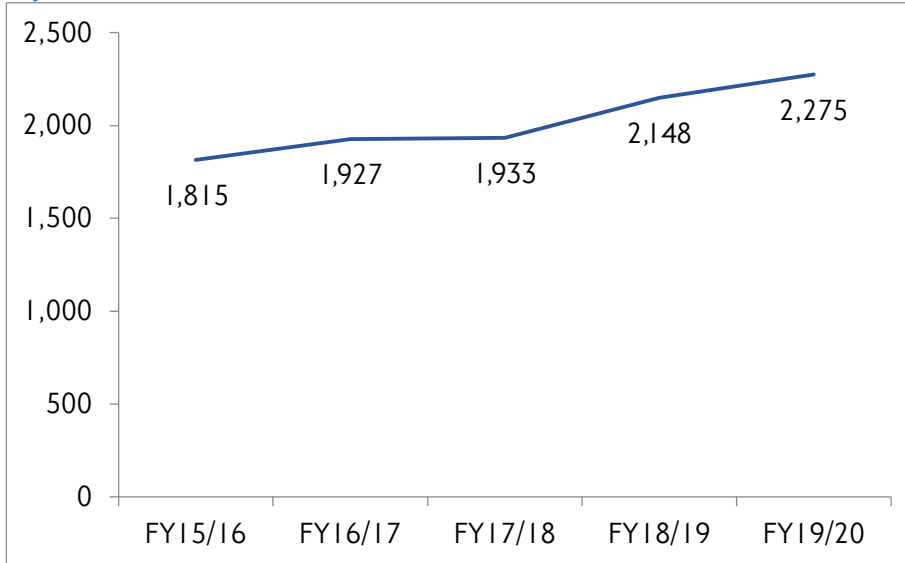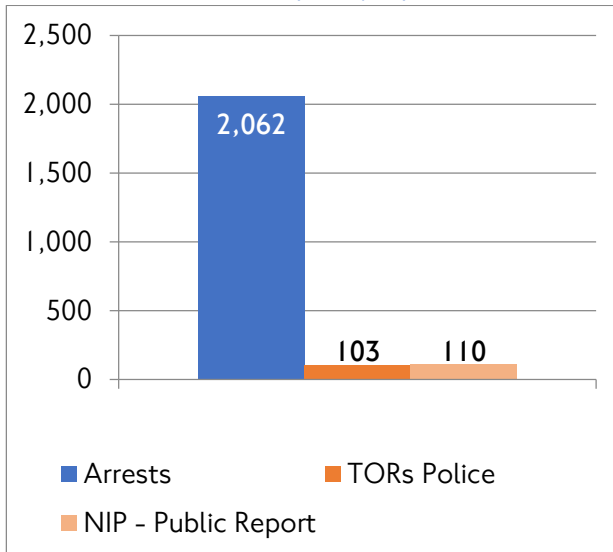METROPOLITAN POLICE

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Fail to Stop / Comply with Police Direction

This grouping includes a variety of offences related to failing to stop following a collision or when directed and instructed to do so by the police.

5-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
1,815	1,927	1,933	2,148	2,275

Nature of enforcement (FY19/20)

Arrests	TORs Police	NIP – Public Report
2,062	103	110

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Signs / Lines

This grouping includes a variety of offences related to failing to comply with road signs and road markings. This grouping has been revised to include offences relating to signals indicating lane closures; these offences were previously included within the Red Light grouping.

The majority of enforcement was delivered through TORs issued by police officers and NIPs issued through safety cameras.

5-year trend (volume)

Nature of enforcement (FY19/20)

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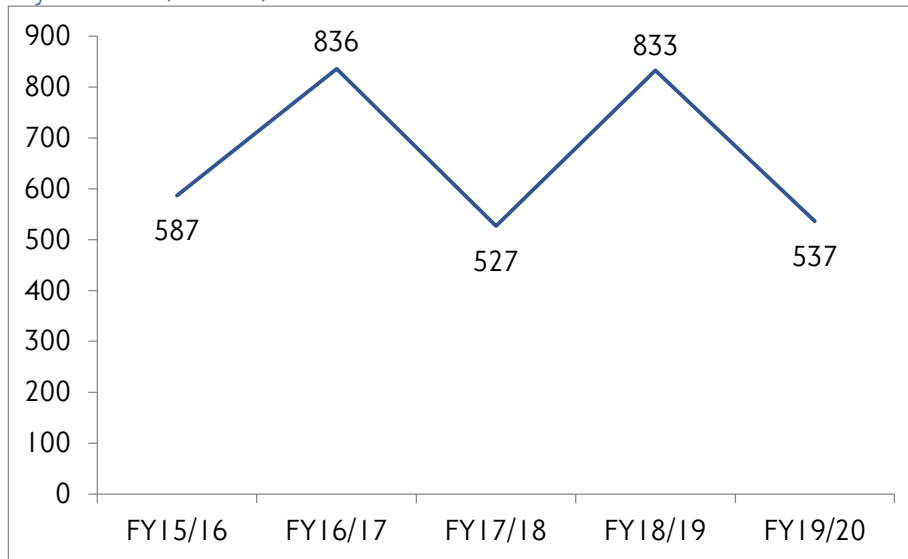Travel Safe. Save Lives

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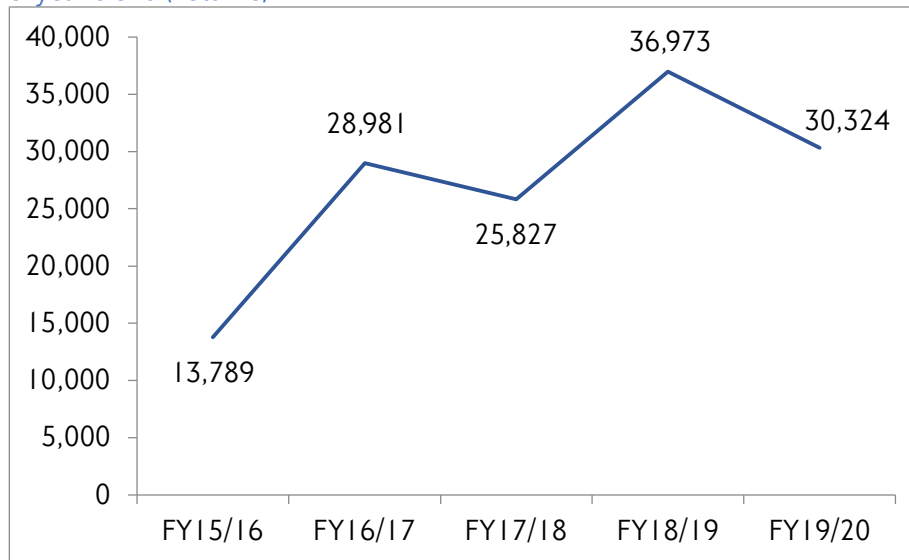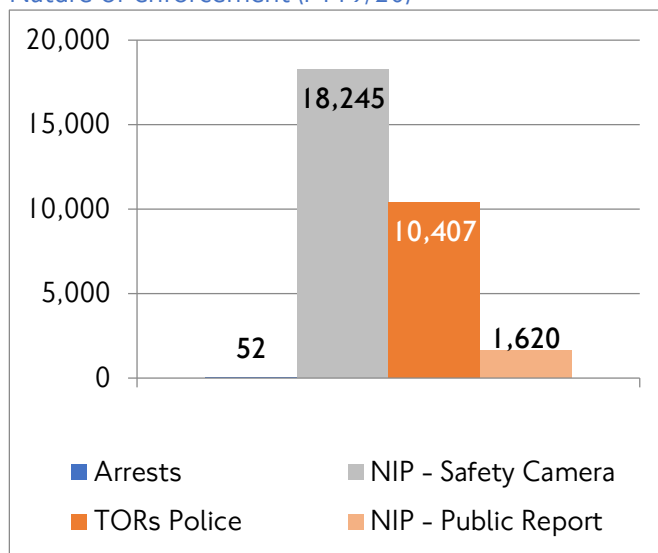
💡 Lights Used Unsafely

This grouping includes a variety of offences related to using a vehicle's lights in an unsafe way; offences relating to the condition of lights, or lights being faulty are referenced within the vehicle-related offences section.

All offences were detected by on-street officers and issed with TORs at the roadside.

5-year trend (volume)

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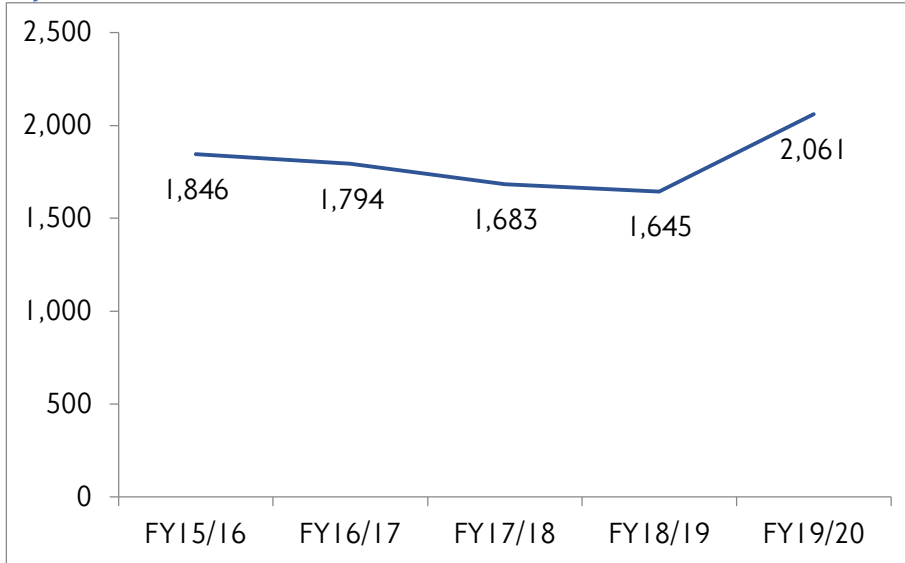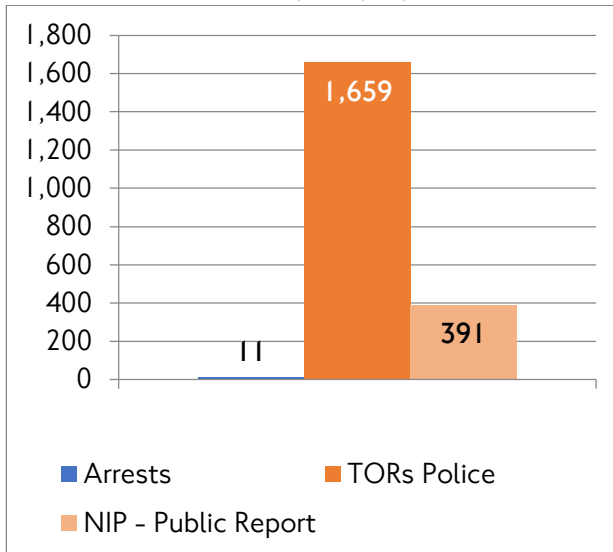METROPOLITAN POLICE

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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.

5-year trend (volume)

Nature of enforcement (FY19/20)

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Tachograph

This grouping includes a variety of offences related to non-compliance with tachograph laws.

All but one offence were detected by on-street officers and issued with TORs at the roadside.
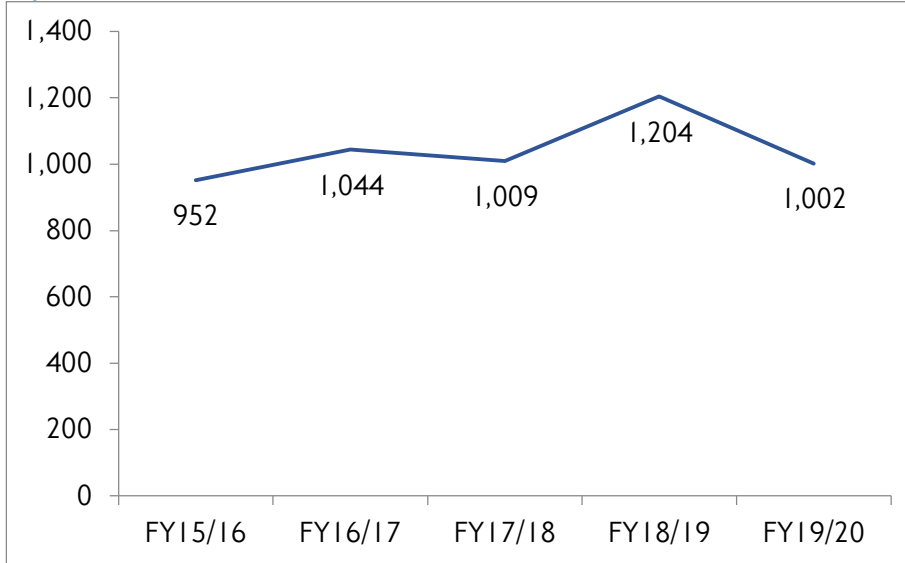
5-year trend (volume)

Seatbelt

This grouping includes a variety of offences related to drivers and passengers failing to wear a seatbelt.
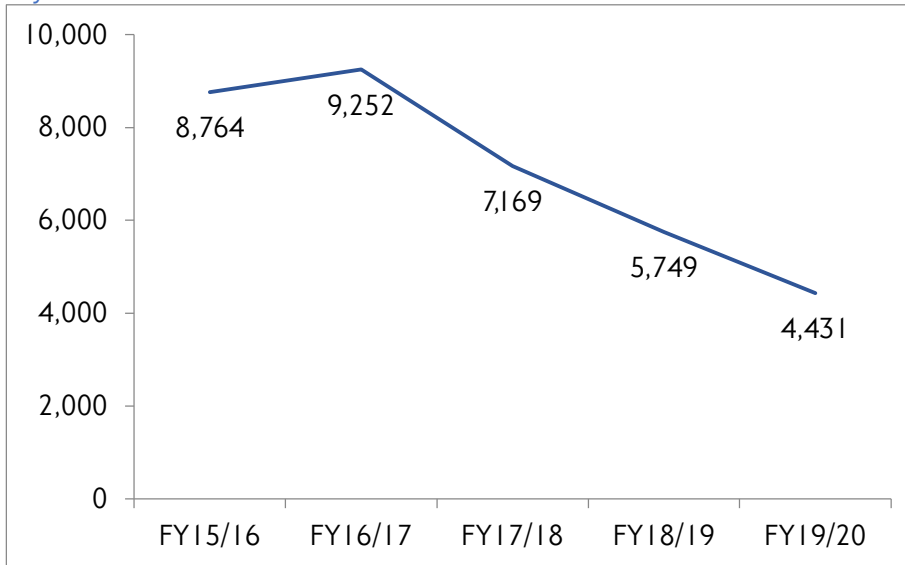
5-year trend (volume)

Nature of enforcement (FY19/20)

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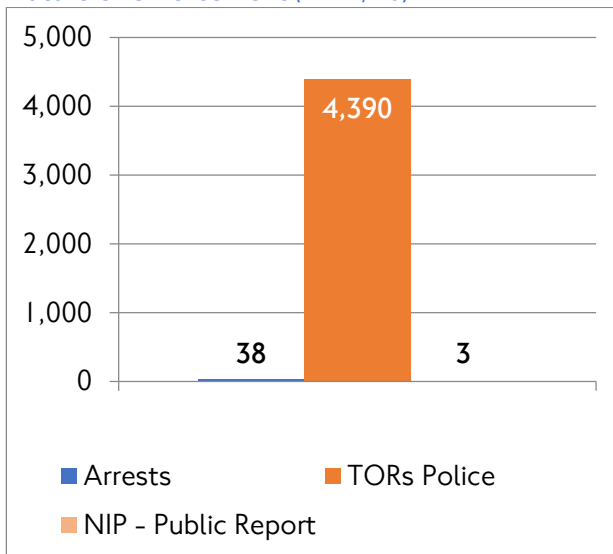
Local Traffic Orders / Royal Parks

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.

All but twelve offences resulted in a TOR being issued. Five drivers were arrested and seven were issued with a NIP following public allegations.

5-year trend (volume)

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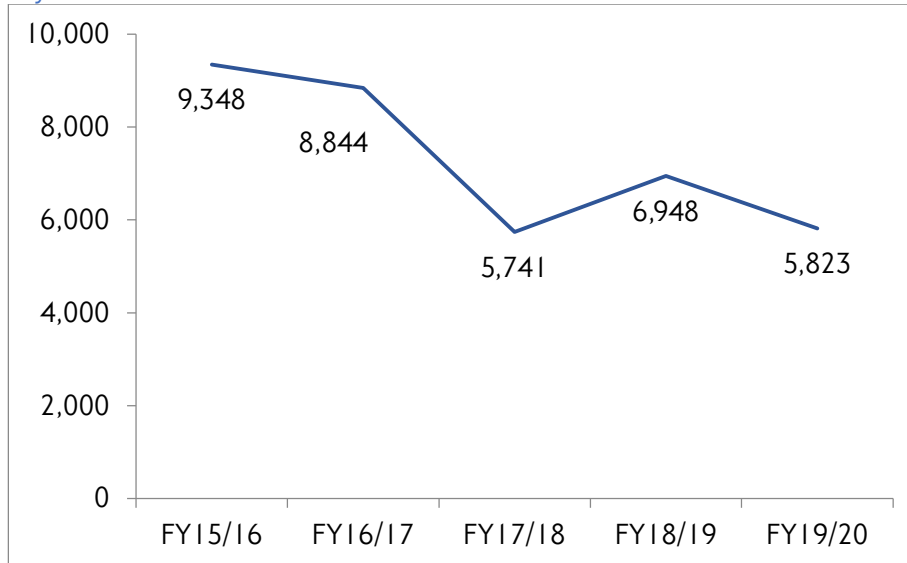
Other driving / riding offences

This grouping includes a small number of offences related to driving / riding a vehicle which didn't fall into any of the above themes.

5-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
64	79	65	317	205

Nature of enforcement (FY19/20)

- Arrests: 62
- TORs Police: 138
- NIP – Public Report: 5

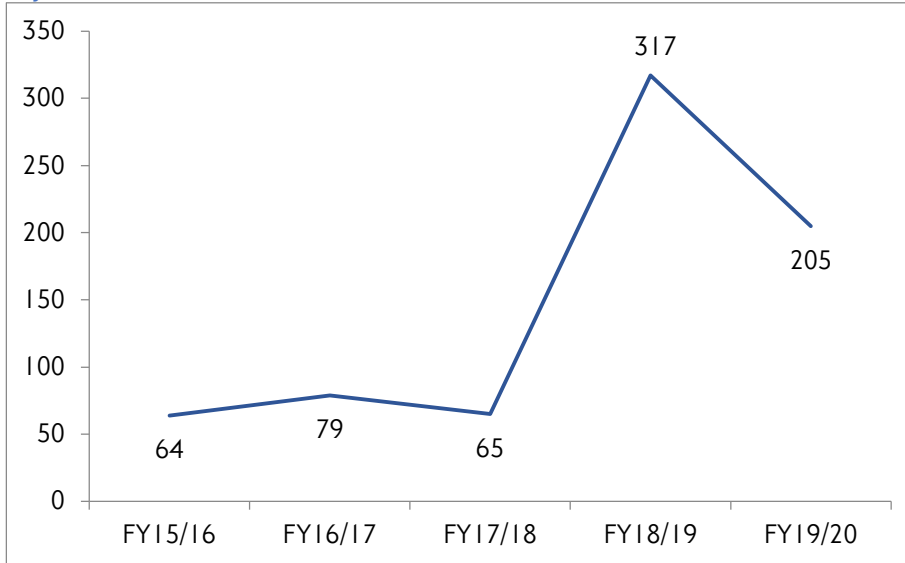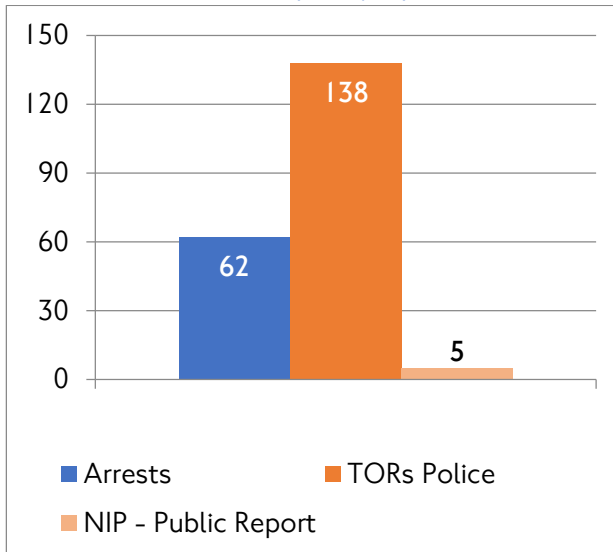# Document-Related Offences

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 2019/2020

Total outputs	48,762
% change compared with FY18/19	3%
Volume change compared with FY18/19	1,417

Offence groupings by volume

Insurance

Total outputs	25,040
% change vs FY18/19	3%
Volume change vs FY18/19	838

Licence

Total outputs	10,923
% change vs FY18/19	4%
Volume change vs FY18/19	372

MOT

Total outputs	9,534
% change vs FY18/19	–5%
Volume change vs FY18/19	–490

Registration

Total outputs	2,836
% change vs FY18/19	48%
Volume change vs FY18/19	926

Tachograph

Total outputs	213
% change vs FY18/19	–48%
Volume change vs FY18/19	–199

Other documents

Total outputs	216
% change vs FY18/19	-12%
Volume change vs FY18/19	-30

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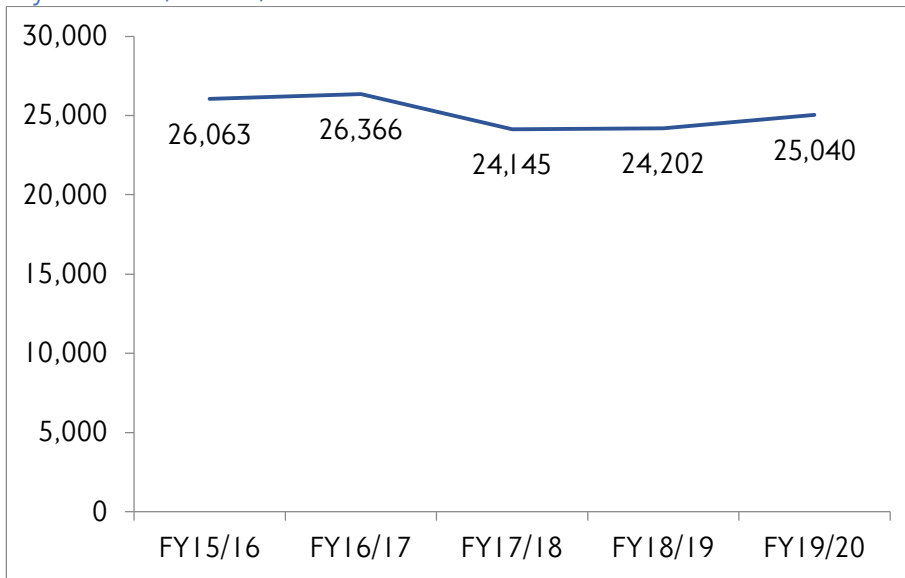
Insurance

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.

5-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
26,063	26,366	24,145	24,202	25,040

Nature of enforcement (FY19/20)

Arrests	TORs Police	NIP – Public Report
5,746	19,047	247

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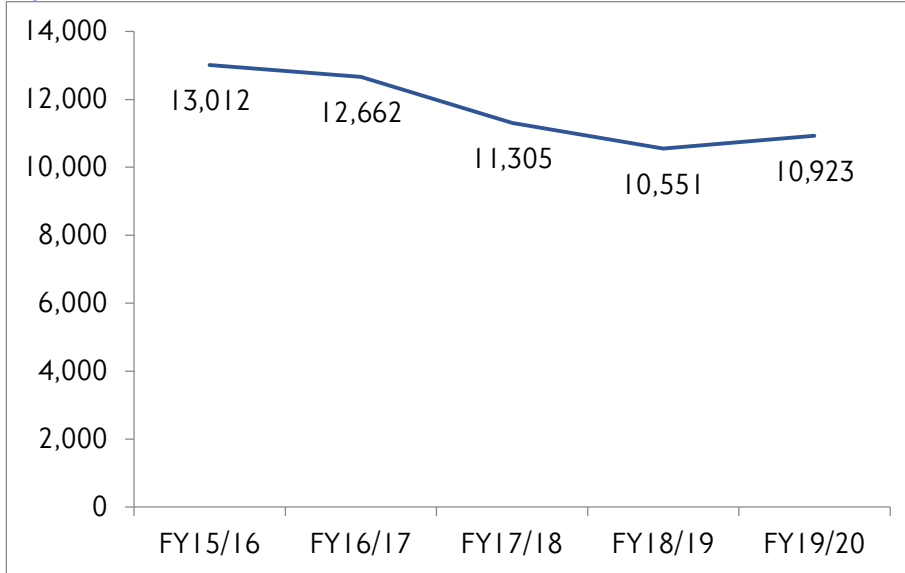METROPOLITAN POLICE

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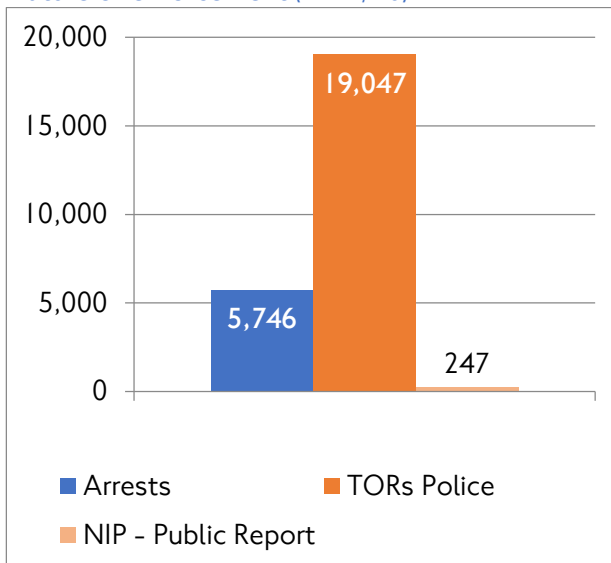
Licence

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.

5-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
13,012	12,662	11,305	10,551	10,923

Nature of enforcement (FY19/20)

- Arrests: 3,121
- TORs Police: 7,790
- NIP – Public Report: 12

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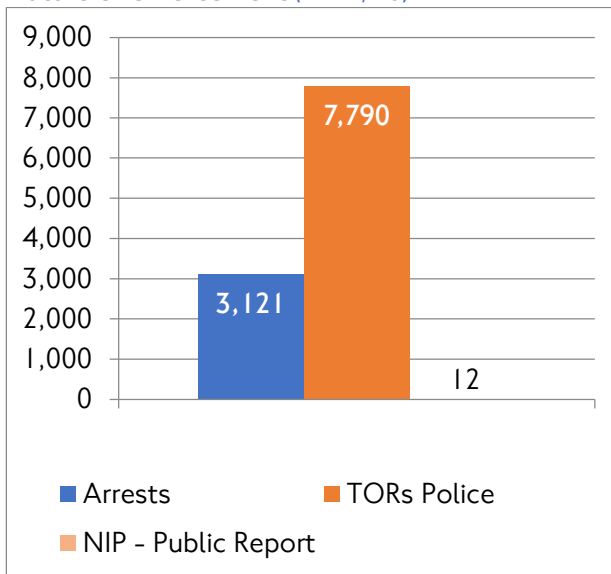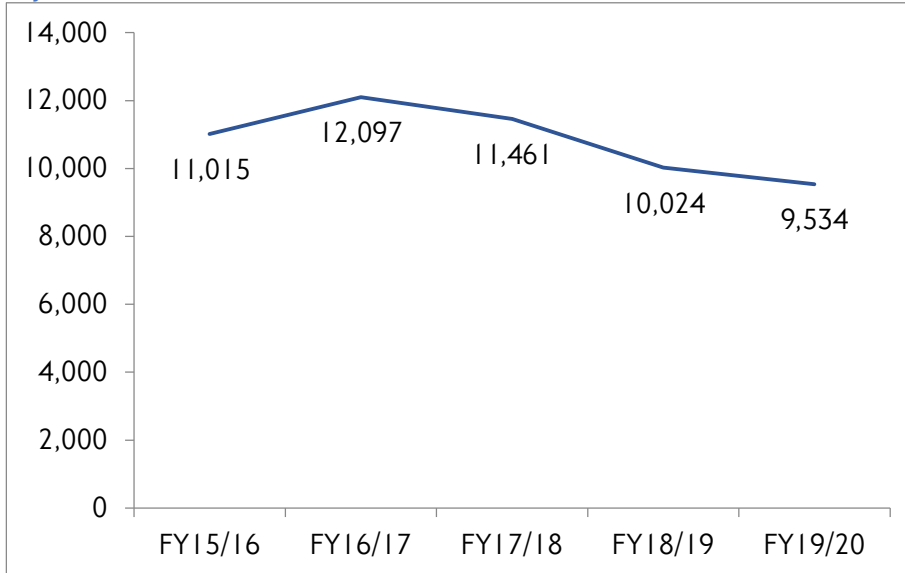
This grouping includes a variety of offences related to using a vehicle without a valid test certificate or evidence of a recent test.

5-year trend (volume)

Nature of enforcement (FY19/20)
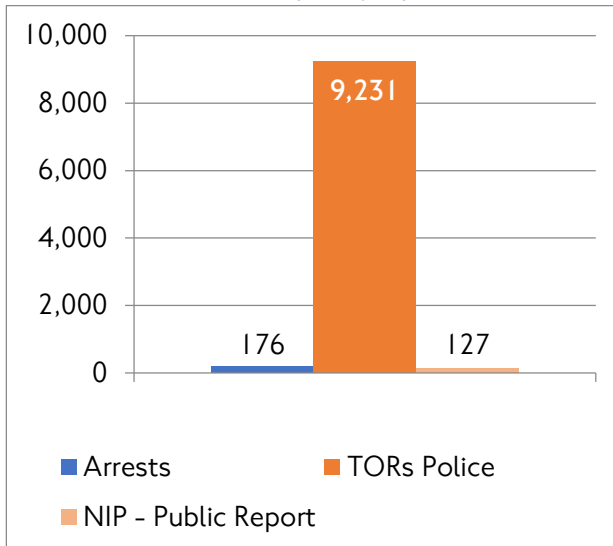
MY R3G **Registration**

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.

5-year trend (volume)
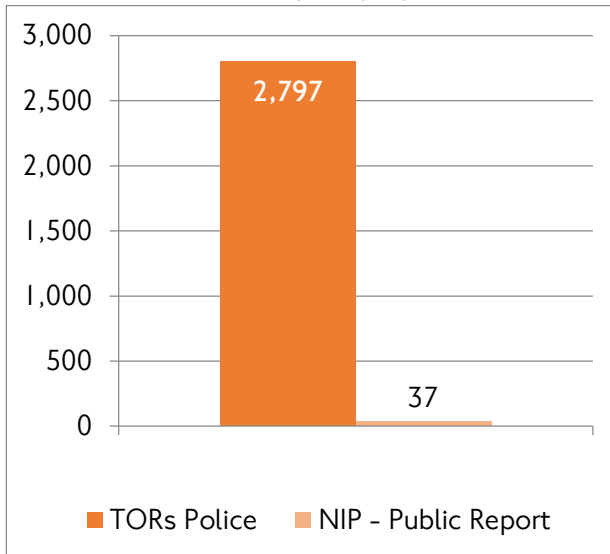
Nature of enforcement (FY19/20)

VISION ZERO
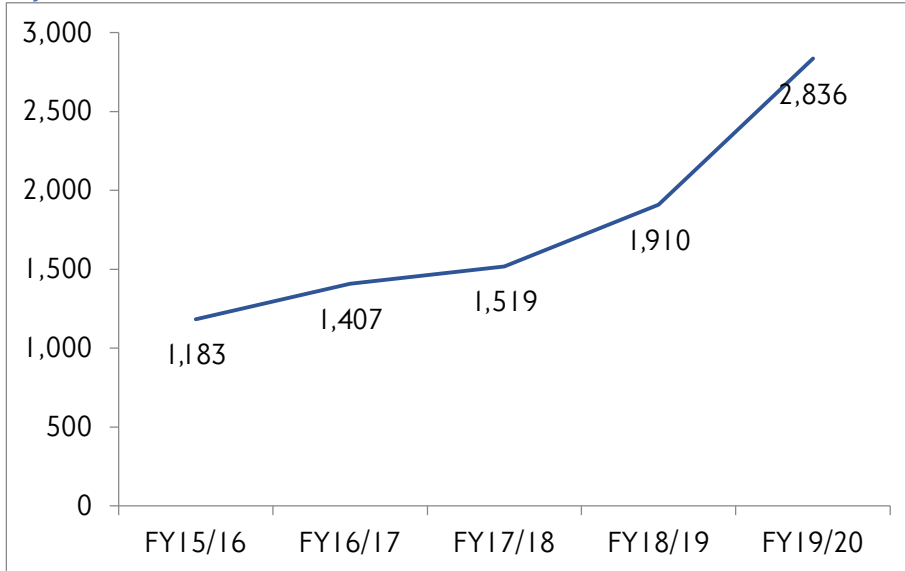Travel Safe. Save Lives

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![Tachograph icon] **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).

5-year trend (volume)

	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
Volume	565	519	571	412	213

Nature of enforcement (FY19/20)

Arrests: 1
TORs Police: 212

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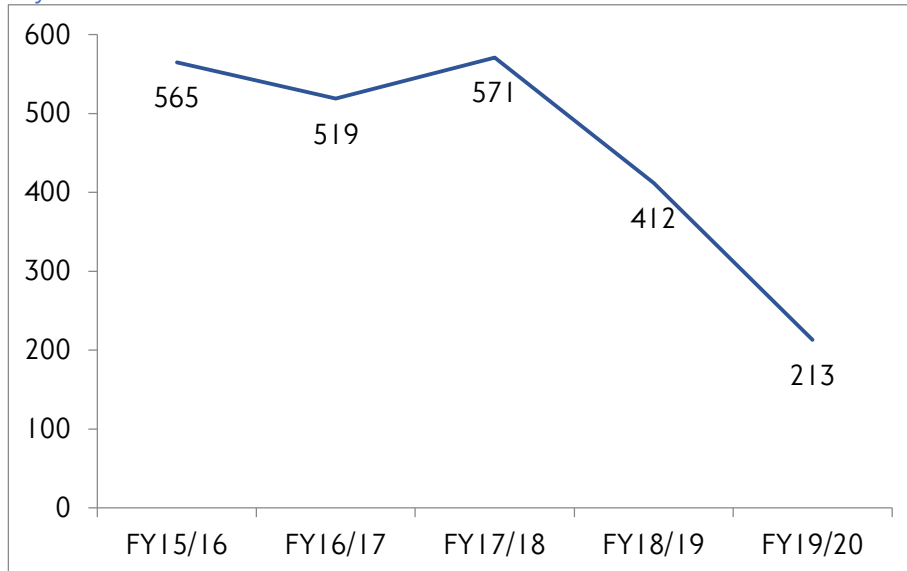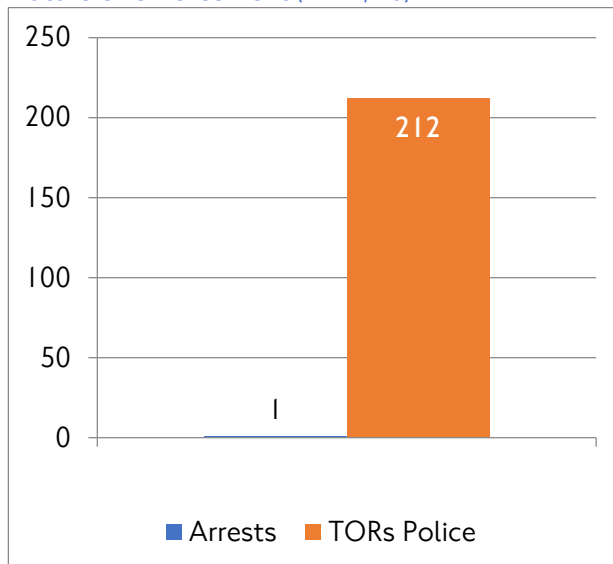
Other documents

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.

5-year trend (volume)
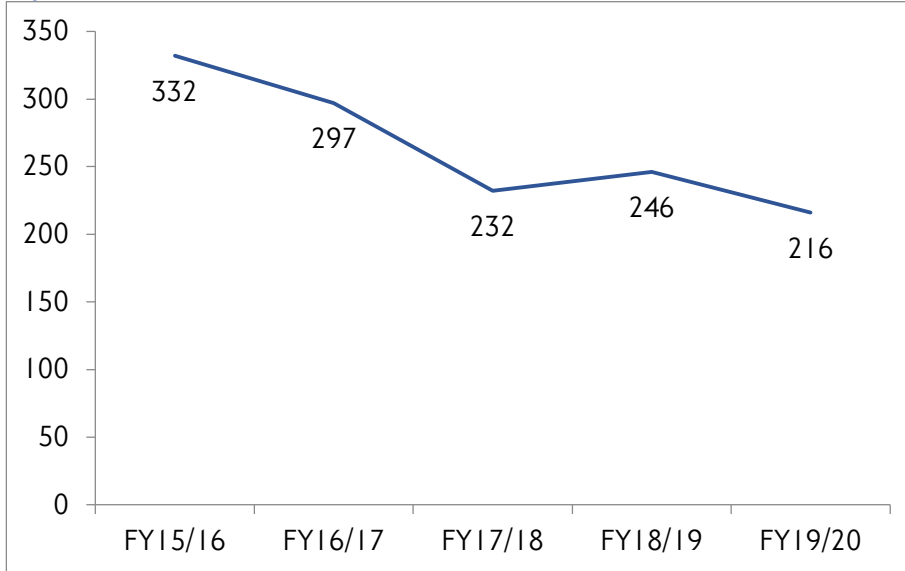
A line chart showing the 5-year trend:
- FY15/16: 332
- FY16/17: 297
- FY17/18: 232
- FY18/19: 246
- FY19/20: 216

Nature of enforcement (FY19/20)

A bar chart showing:
- Arrests: 40
- TORs Police: 176

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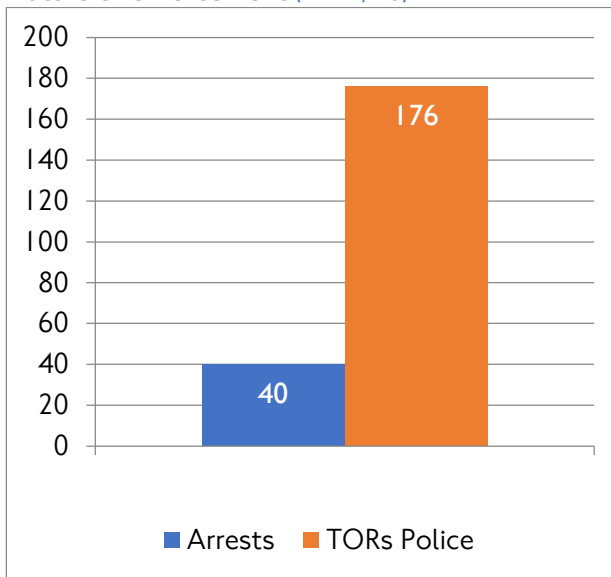
Vehicle-Related Offences

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 2019/2020

Total outputs	9,728
% change compared with FY18/19	9%
Volume change compared with FY18/19	832

Offence groupings by volume

Condition / Equipment

Total outputs	4,170
% change vs FY18/19	9%
Volume change vs FY18/19	335

Tyres

Total outputs	2,726
% change vs FY18/19	12%
Volume change vs FY18/19	299

Lights Condition

Total outputs	1,510
% change vs FY18/19	31%
Volume change vs FY18/19	361

Weight / Load

Total outputs	749
% change vs FY18/19	-21%
Volume change vs FY18/19	-197

Passengers

Total outputs	457
% change vs FY18/19	-2%
Volume change vs FY18/19	-8

Seatbelt

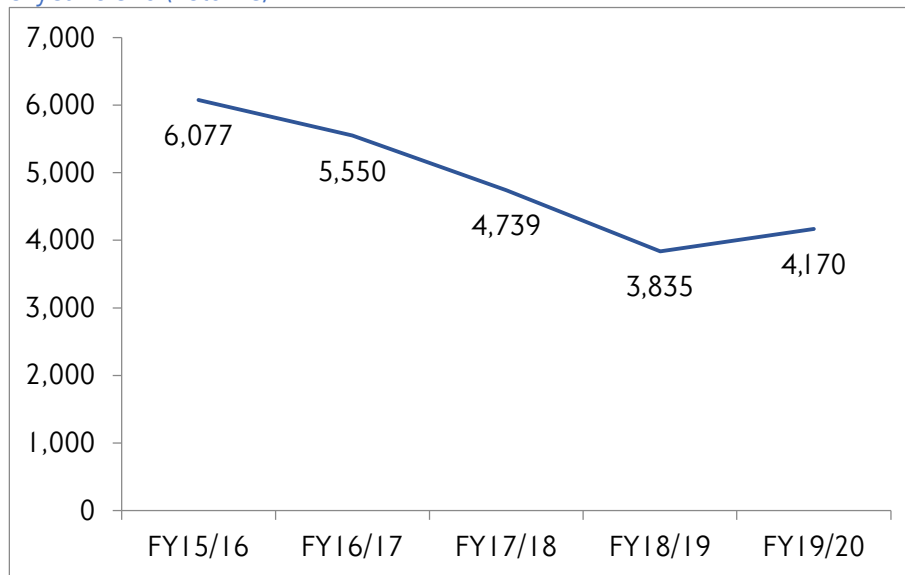|	
Total outputs	116
% change vs FY18/19	57%
Volume change vs FY18/19	42

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.

5-year trend (volume)

Nature of enforcement (FY19/20)
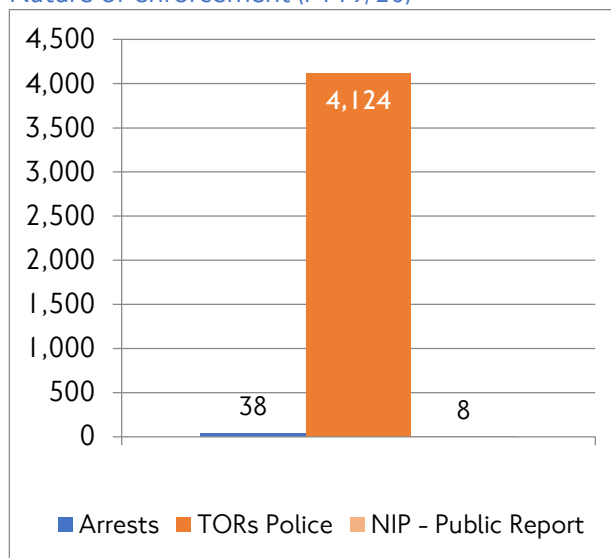
Tyres

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

5-year trend (volume)

3,716	3,005	2,343	2,427	2,726
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20

Nature of enforcement (FY19/20)

Arrests: 31 TORs Police: 2,693 NIP – Public Report: 2

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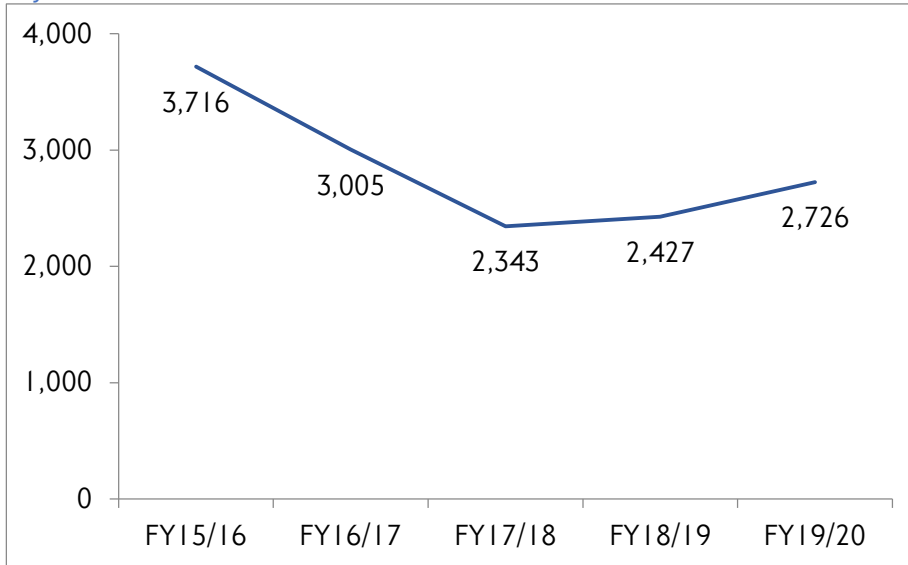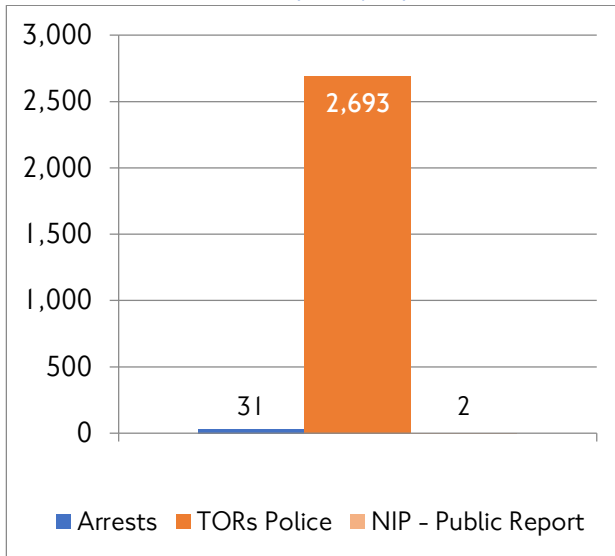
Lights Condition

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

All offences were detected by on-street officers and issed with TORs at the roadside.

5-year trend (volume)
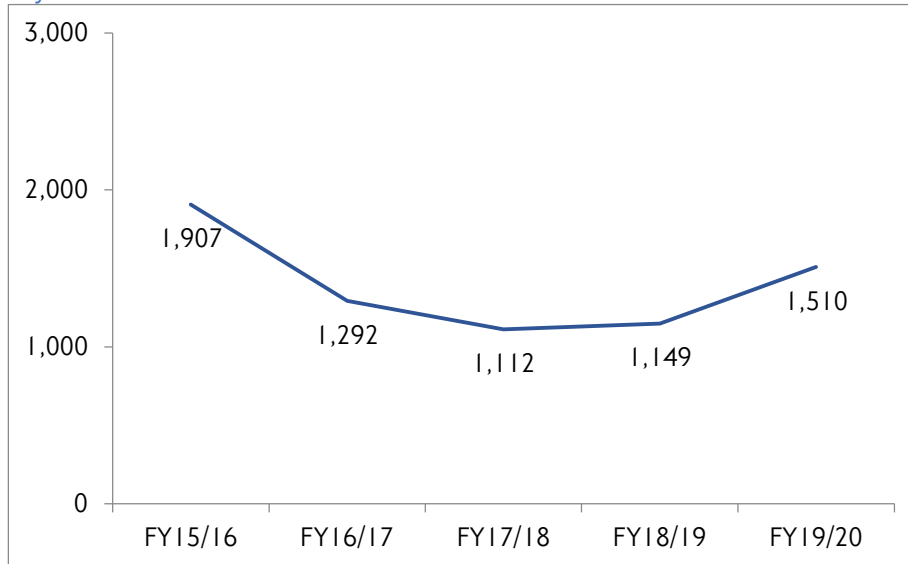
KG Weight / Load

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

All but four offences resulted in a TOR being issued. One driver was arrested and three were issued with a NIP.

5-year trend (volume)

	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
Volume	186	587	885	946	749

Nature of enforcement (FY19/20)

Arrests	TORs Police	NIP - Public Report
1	745	3

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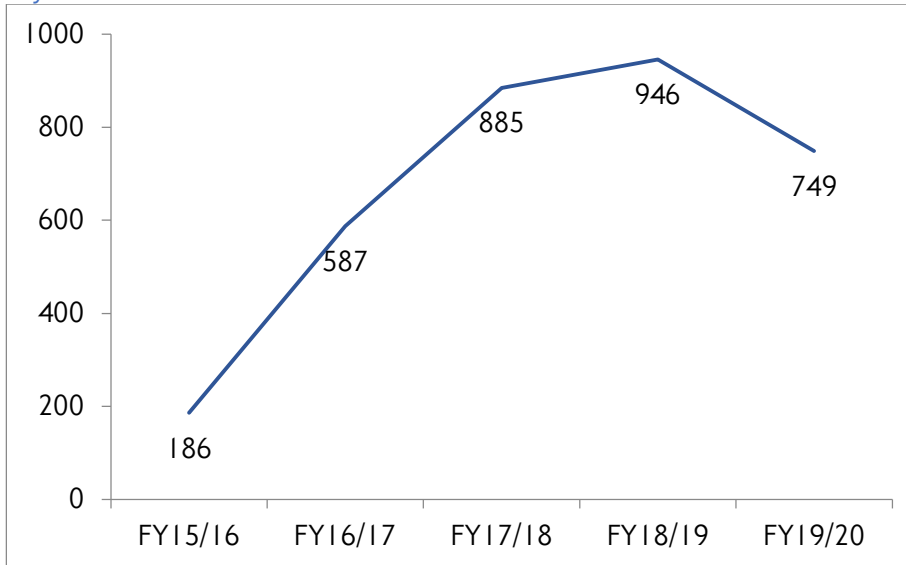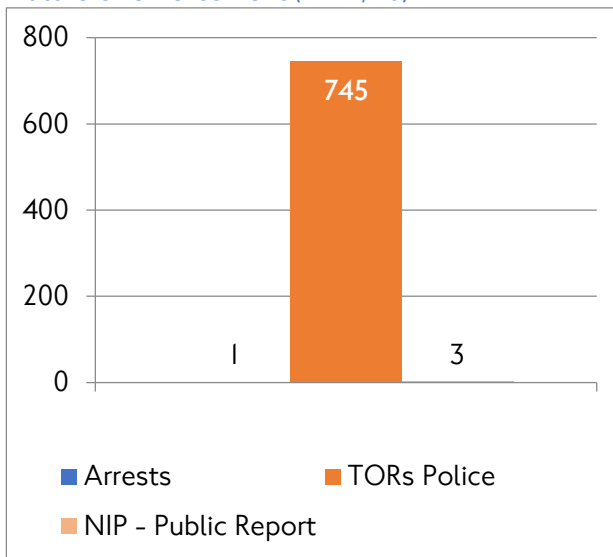
Passengers

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

5-year trend (volume)
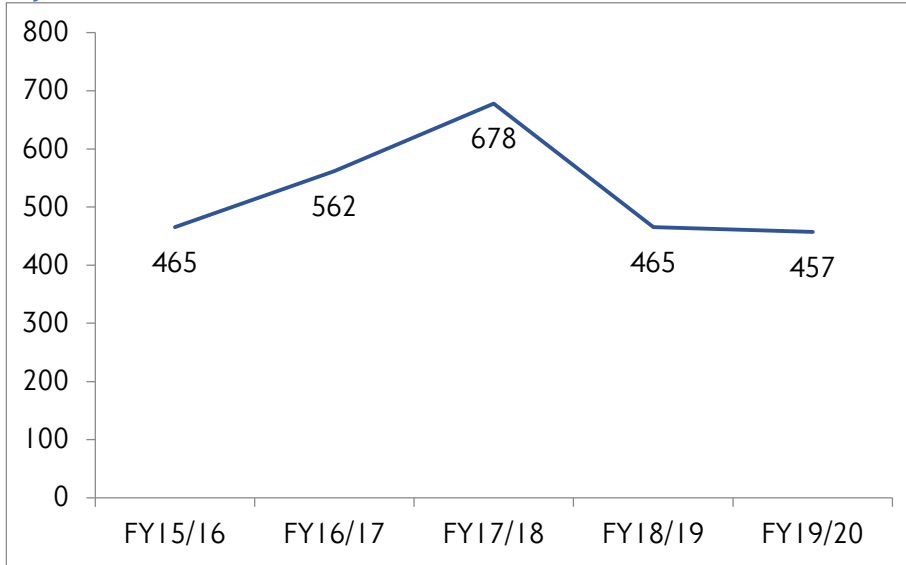
Nature of enforcement (FY19/20)

![Seatbelt icon] **Seatbelt**
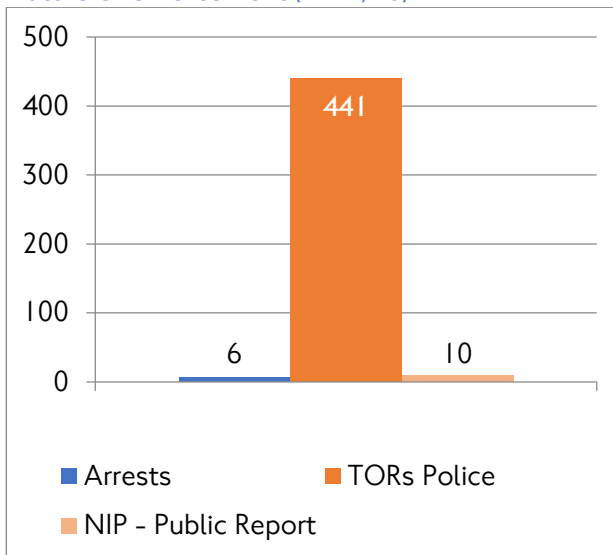
This grouping includes a variety of offences related to using a vehicle without correctly fitted or maintained seat belts.

5-year trend (volume)

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
10	14	20	74	116

Nature of enforcement (FY19/20)

Arrests	TORs Police
3	113

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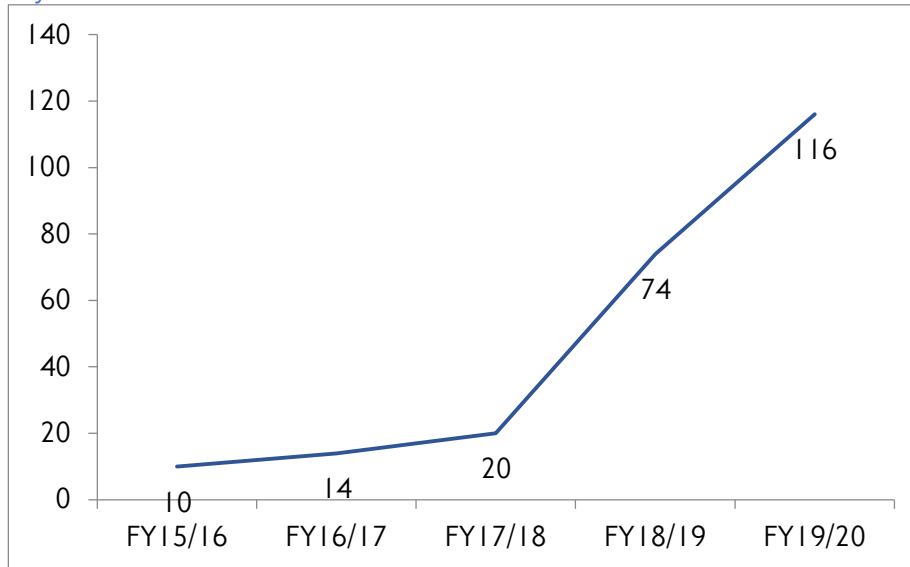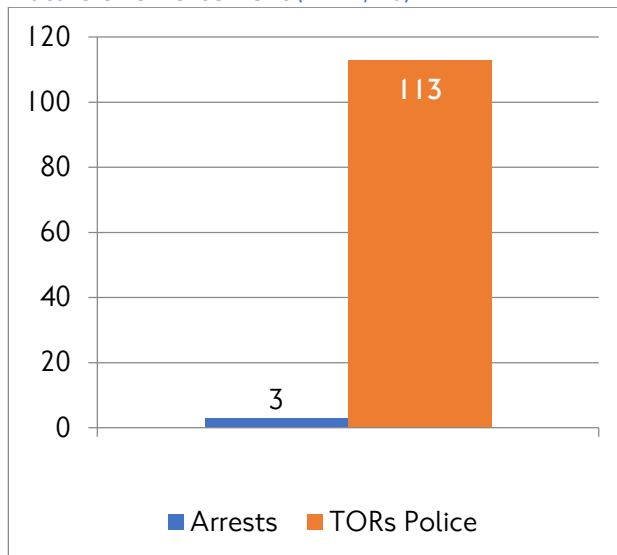
Summary of Road Traffic Disposal Options

The information contained within this bulletin includes all enforcement action taken (i.e. TORs or NIPs issued, and arrests made), irrespective of the subsequent judicial outcome. This is more in keeping with the purposes of our publication which is to illustrate the extent of the policing enforcement activity undertaken; a cancellation could happen for many reasons which we are not able to easily discern from the data (e.g. the statutory time limit passed for prosecution or there was error made when recording information to issue a penalty, which could mean an offence appeared to occur but couldn't unfortunately be processed as such). Hence, if we remove any cancelled records, we may risk understating the extent of the behaviour dealt with and occurring on London's roads.

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. They are also issued by Police Community Support Officers for various parking and traffic offences.

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.

Notice of Intended Prosecution (NIP)
For offences captured by a safety camera, or by a member of the public on their dash cam, head cam or other digital media, 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.

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 priority road danger related 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.

Is data available on all criminal prosecutions and convictions that arise from casualty collisions?

- TfL and the police do not have access to any prosecutions results or convictions information that can be easily sourced for inclusion.

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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.

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, where this was recorded (for example, it isn't currently possible to ascertain the speed limit exceeded for offences detected by Community Roadwatch).
- 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 direction 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 direction.

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.

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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 vehicles (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.

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/
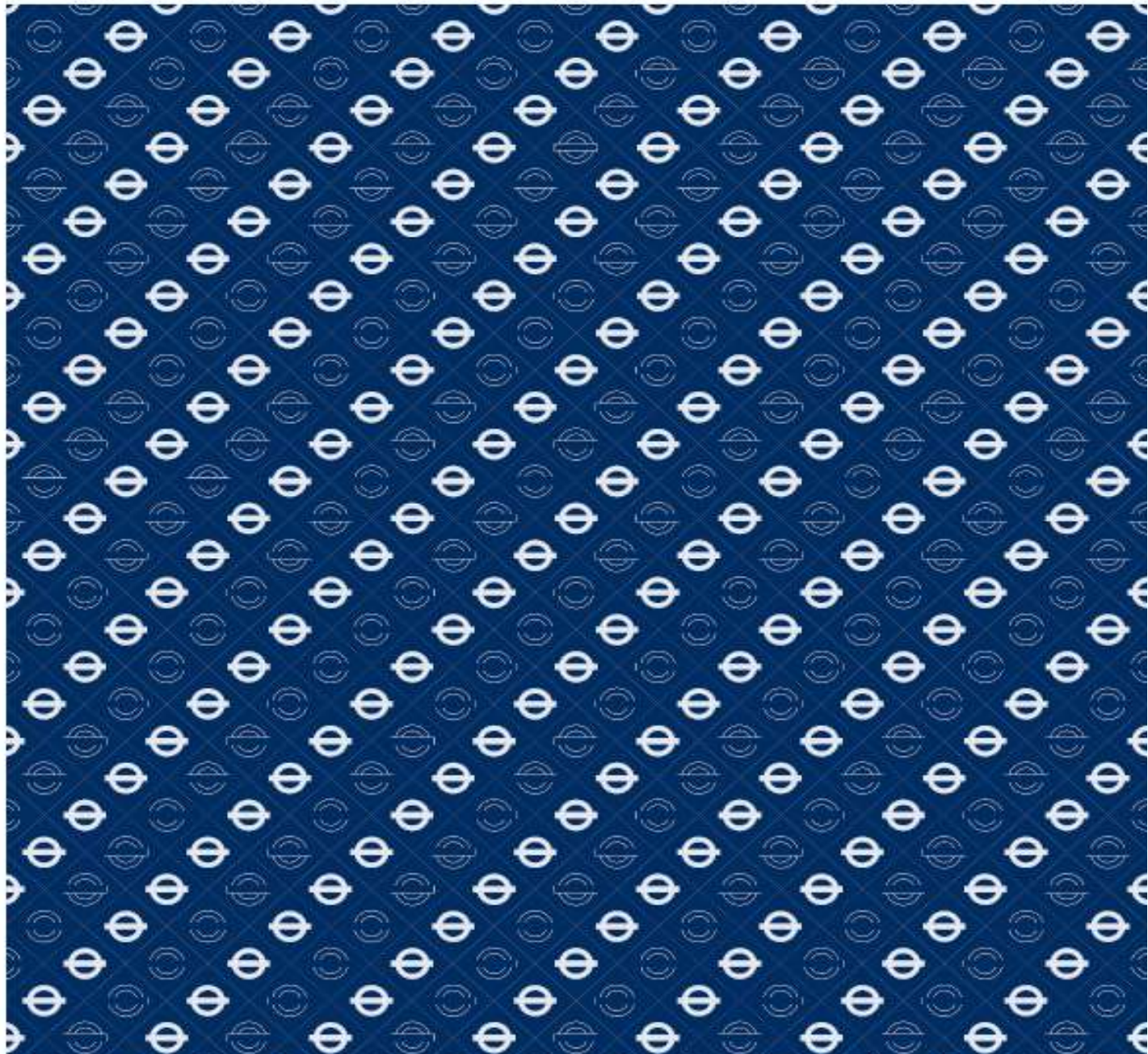

City of London Police
- Main website
  https://www.cityoflondon.police.uk
- Advice and support, safer roads
  https://www.cityoflondon.police.uk/advice-and-support/safer-roads/Pages/default.aspx

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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