

TfL Roads Policing Enforcement Statistics 2015

RoadPeace analysis

Key points

TfL has published the first annual bulletin on police enforcement activity in London. Between police and safety cameras, 273,617 traffic disposals were issued in 2015¹.

Table 1: London enforcement activity, 2015

Offence category	number	% total	since 2014
Speeding	112,345	41%	-15%
Red light running	57,692	21%	308%
Insurance, license and vehicle defect	49,048	18%	17%
Mobile phone use	22,335	8%	-4%
Contravening signage, etc	11,248	4%	43%
Seatbelt	10,676	4%	-29%
Cycle related	5,210	2%	-31%
Risky behaviours	5,063	2%	23%
total	273,617	100%	11%

Speeding and red light offences (61% total):

- Over half (55%) of traffic disposals were by safety camera, with 86% of speeding and 94% of red light violations detected by camera
- 20mph—5,460 offences sanctioned, with 96% in the City Of London
- 30 mph—90,346 offences sanctioned, accounting for 80% all speeding sanctions
- 40mph—11,368 offences sanctioned

Risky behaviours

- Risky behaviour was rarely sanctioned, with only 13 detections across London each day. This classification includes careless driving. It is worrying that more cyclists were detected committing an offence than were careless drivers.

NDORS (National Driver Retraining Scheme)

Whilst the outcome of all disposals was not given, 69,189 were reported to have attended an NDORS course, accounting for 25% of sanctions, with 33,450 on Speed Awareness and 34,446 on Whats Driving Us, used for red light and mobile phone offenders

At Borough level, there was wide variation:

- Greenwich had 204 times as many speeding offences detected as Haringey
- City of London had 33 times as many red light offences detected as Harrow
- Ealing had 12 times as many mobile phone offence detections as Richmond, and 11 times as many risky behaviours detected as Harrow
- There was considerable variation between 2014-15, with sanctions increasing by 274% in Hammersmith and Fulham whilst dropping by 74% in Barking and Dagenham.

¹ Data did not include driving offences prosecuted at court, e.g. causing death by driving offences, dangerous driving, drink driving, etc.

RoadPeace conclusions and calls

TfL's roads policing statistical annual report was several years in the making, and is a first for London (and Great Britain). After campaigning for such transparency for years, RoadPeace welcomes this report. It provides a good foundation for understanding police activity. But limited to traffic disposals issued, it had incomplete outcome data, with no data on court prosecutions.

RoadPeace produces annual summaries of court prosecutions and convictions in London of driving offences [LINK](#).

RoadPeace's call: We should combine our efforts and produce a more comprehensive and user friendly reference.

TfL's report shows the reliance on cameras, the limited police officer activity and wide variation between boroughs. Mobile phone offence is the most common offence detected by on-street police officers, but even this is rare. The weekly average of drivers caught using mobile phones in 2015 was only 430, but 15 times that many were caught during the week long crackdown in London in November 2016.

What this report does not show is the effectiveness of the police activity, either with increasing compliance with road traffic laws or with perception of safety. TfL's new Healthy Streets approach prioritises people feeling safe (TfL, 2017).

RoadPeace call: In addition to publishing the enforcement activity statistics, TfL needs to produce baseline data on compliance (speeding, red light violations, mobile phone use, etc) as well as perception of safety, in order for the effectiveness of roads policing activity to be evaluated.

Nor does this report show the relationship between police activity and need. While there are variations in casualty numbers, there are also patterns in terms of the boroughs in which casualties occur. It would be good to learn more in future years about the weight of enforcement in relation to the locations where casualties are highest. It is of course concerning that there are such extreme variations from the average/median in relation to many of the different offences across the individual boroughs as it implies that there are little or no common/minimum standards for enforcement at a borough level or in relation to the various offences.

London Living Streets has highlighted the San Francisco work on Vision Zero², where enforcement activity is targeted on those violations which have the greatest impact on collisions for the most vulnerable of road users. They cover running red lights and stop signs, speeding, failure to yield while turning (obviously not applicable in the UK) and cell phone usage. There the police aim to have half their traffic citations for these five violations (called A Focus on the Five).

RoadPeace call: It is time for London police to review their focus and prioritise risky behaviours and to create minimum levels of activity by borough.

² <http://sanfranciscopolice.org/traffic-stats>

Introduction

TfL has prioritised traffic law enforcement. Its six road safety commitments, published in February 2014, included “*To increase efforts with the police, boroughs and enforcement agencies in tackling illegal, dangerous and careless road user behaviour that puts people at risk*” (TfL, 2014).

And TfL has invested in traffic law enforcement. TfL funded 68% of the budget of the MPS Roads Transport and Policing Command (RTPC), established at the start of 2015. With over 2,300 Police and Police Community Support Officers, it was reported to be the largest police command in the UK.

A report on road traffic enforcement was promised and expected in 2015. In February 2017, TfL published a report³ on policing enforcement statistics for 2014-15, together with an MS Excel file containing the underlying data⁴. The data is from the Metropolitan Police Service (MPS), including by individual boroughs, and for the City of London Police (CoLP).

TfL’s report on police enforcement activity covers a range of disposal options used for motoring offences. Data shown is on the recommended disposal (options explained below), and not the final disposal which may differ from this, including no further action.

Box 1: Glossary

FPNs	Fixed Penalty Notices. These incur penalty points and a fine. As of April 2015, on-street police officers no longer give FPNs, except by Police Community Support Officers.
TORs	Traffic Offence Reports. On Street police officers now issue a TOR (these have replaced FPNs for them) and these allow the possible option of an NDORS course. All cases go with a recommended disposal to the Criminal Justice Unit. Traffic disposals are now being determined by a back-office rather than on-street police.
NIPs	Notice of Intended Prosecution. These are used for offences captured by camera, speeding and red light running. An initial offer will be made for either an NDORS course, FPN, or a summons to court, depending on the severity of the offence.

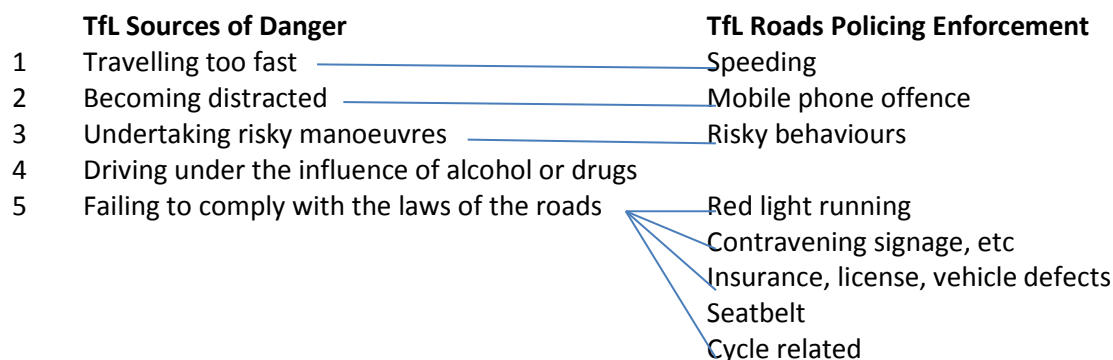
TfL provided disposal data on eight categories of offences:

- Speeding
- Red light
- Risky behaviours
- Mobile phone;
- Contravening signage/restrictions/traffic personnel
- Insurance, license and vehicle defect
- Seatbelt
- Cycle related

These categories overlap but do not match completely the five main sources of danger at the centre of TfL’s road safety programme:

³ TfL (2017a) <https://tfl.gov.uk/cdn/static/cms/documents/roads-policing-enforcement-statistics-bulletin-london-2015.pdf>

⁴ TfL (2017b) <https://tfl.gov.uk/cdn/static/cms/documents/datasheet-roads-policing-in-london.xlsx>



Risky manoeuvres are assumed to include dangerous driving and careless driving. The 38 offences listed in the risky behaviours category include driving without due care and attention, overtaking within pedestrian crossing limits, and opening a vehicle door so as to injure/endanger a person, but not dangerous driving or causing death by driving, as discussed above.

What is not included in TfL's data

TfL has provided data on police disposals initiated. The only outcomes reported are those of NDORS. No information is provided on court prosecutions or convictions. Thus no data is provided on the offences of causing death by driving, dangerous driving, drink driving, fail to stop, etc. For information on these, see RoadPeace's London Driving Offences (2015).

This briefing reviews the findings of TfL's report and the underlying data. It summarises the key findings with the eight main categories of offences, and the use of NDORS. It also compares activity between boroughs.

London Traffic disposals

Add pie chart showing relative share or table with simple totals and no camera/officer divide

Table 2: Disposals by offence category and source, London (2014-2015)

	2014	2015	change
Officer Initiated			
Speeding offences	15,791	15,782	0%
Red Light offences	3,610	3,461	-4%
Risky Behaviours	4,119	5,063	23%
Mobile Phone offences	23,197	22,335	-4%
Contravening Signage/Restrictions/Traffic Personnel	7,877	11,248	43%
Insurance, License and Vehicle Defect offences	41,813	49,048	17%
Seatbelt	14,939	10,676	-29%
Cycle Related Offences	7,521	5,210	-31%
Camera Initiated			
Speeding offences	117,129	96,563	-18%
Red Light offences	10,514	54,231	416%
Total	246,510	273,617	11%

Source: TfL (2017b)

Three offence categories dominated the traffic disposals given in London in 2015:

- Speeding offences (41%)
- Red Light offences (21%)
- Insurance, license and vehicle defect offences (18%)

Police vs camera?

Of the 273,617 traffic disposals issued by police in 2015, over half (55%) were generated by safety cameras. On street police officers detected 14% of speeding offences (15,782) and 6% red light offences (3,461).

And cameras also had a key role in detecting uninsured vehicles. It is not reported how many of the insurance, license and vehicle defect offences were detected by Automatic Number Plate Recognition cameras, but these are assumed to account for the majority of those offences.

The other offences, all which had to be police officer detected, accounted for the remaining 20%:

- Mobile phone (8%)
- Contravening Signage, Restrictions/Traffic Personnel (4%)
- Seatbelt Offences (4%)
- Cycle Related Offences (2%)
- Risky Behaviours (2%)

Speeding offences

Speeding sanctions dropped 15% to 112, 345 in 2015, with camera detected speeding accounting for 86% of disposals, and 99% of the drop in speeding sanctions since 2014.

Table 3: Camera detected speeding (NIPs), London

	2014	2015	Change
20mph	7,653	4,468	-42%
30 mph	92,354	82,841	-10%
40 mph	4,774	7,905	66%
50 mph	12,348	1,349	-89%
Total	117,129	96,563	-18%

Source: TfL (2017)

NIPs for speeding were given by speed limit, as shown in Table 3. In 2015, 30 mph roads accounted for 86% of all camera detected speeding. There was a big drop in 20mph speed limit enforcement by cameras. The City of London is the only area where 20 mph is enforced by camera. It also accounts for over two thirds of officer enforcement.

For a breakdown of speeding sanctions by Borough, see Table 6. These are divided between camera and officer initiated enforcements and by speed limit.

Red light offences

Red Light offence enforcement soared from 14,124 in 2014 to 57,692 in 2015. As shown in Table 1, this was due to increased camera activity, with officer detected red light violations decreasing slightly. Whilst Wandsworth had over 6,000 red light violations detected by camera, four boroughs did not have any red light cameras operating.

Insurance, License and Vehicle Defect offences

Traffic sanctions related to insurance, license and vehicle defects rose by 17% in 2015 to over 49,000. No further detail was provided on which offences (51 in total) dominated. Between boroughs, sanctions ranged from 451 in Richmond upon Thames to 3,474 in City of Westminster.

Mobile phone

Mobile phone sanctions fell slightly (4% down) to 22, 335 in 2015. This equalled a daily average of 62 (less than two per borough) or a weekly average of 430. By comparison, [MPS officers detected 6,300 mobile phone offences](#) during the weeklong crackdown in November 2016. This was 15 times the average weekly detection. And it should be noted that the MPS accounted for 79% of the mobile phone offences detected that week in the country.

There was much variation between boroughs in the number of drivers caught using mobile phones. Ealing detected 1683 and City of Westminster caught 1446 whilst Richmond upon Thames detected 143 and Hackney only 197.

Contravening Signage/restrictions/traffic personnel

Contravention offences jumped by 43% in 2015. But with 6,130 disposals, Hillingdon accounts for over half of these offences. The next highest performing borough was Greenwich with 551 disposals, and 24 boroughs had fewer than 100 disposals in this category.

Seatbelt

Seatbelt offence detections fell by 29% in 2015 to 10,676. They ranged from 68 in Richmond upon Thames to 628 in Newham. See Table 7 for more information on how enforcement of this offence varied by borough.

Cycle related

Cycle related offences fell 31% in 2015 to 5,210. After the 1,904 detected in City of London, Southwark had 494 cyclists sanctioned. Several boroughs had very few detected, including Havering (1), Croydon and Havering (2). See Table 7 for more information on how enforcement of this offence varied by borough.

Risky behaviours

This Risky behaviours category included 39 specific offences, including the offences most likely to involve injury, e.g. careless driving, opening a car door, etc. As noted previously, it does not include the offences which can only be tried at court, such as dangerous driving or failing to stop.

Whilst detections of risky behaviour rose by 23% in 2015 to 5,063, this is still only 14 each day, or just three risky behaviour detections per borough each week. And detection was much lower in some boroughs. Whilst Ealing and Westminster reported almost one risky behaviour offence a day (348 and 347), Harrow and Havering had one-tenth as many (31 and 33).

NDORS

Diversions courses may be offered to drivers, on the condition that they have not been on the course within the past three years. And they are being used much more frequently, up 58% from 2014-2015. There are two main reasons for this increase.

First, NDORS was only previously available for camera detected offences. But with the introduction of TORS in 2015, it can now also be offered to drivers caught breaking the law by police officers on the street.

Second, two more courses were added in 2015, including *What's Driving Us* and *Driving for Change*. In September 2015, another course was introduced, *Safe Ride Safe Road* for cyclists.

Table 4: NDORS, London (2015)

	2014	2015	Change
Speed Awareness	41,815	33,450	-20%
What's Driving Us		34,446	
Driver Alertness Scheme	1,776	2	-100%
Driving 4 Change		244	
Ride	72	278	286%
Safe Ride Safe Road		769	
Total	43,663	69,189	58%

Source: TfL (2017)

Table 5: Enforcement by Offence Category and London Borough, 2014 & 2015

	Officer Initiated 2015									Camera Initiated 2015			All	All	Change 2014-15
	Contravening signage etc.	Cycle Related	License and Vehicle	Mobile Phone	Red Light	Risky Behaviours	Seatbelt	Speeding	Officer Initiated	Red Light NIPS	Speeding NIPS	Camera Initiated	2015 Total	2014 Total	
Barking and Dagenham	51	3	1,221	403	27	76	234	89	2,104	609	410	1,019	3,123	11,996	-74%
Barnet	131	18	1,638	844	74	202	369	870	4,146	5,928	345	6,273	10,419	6,407	63%
Bexley	60	26	909	529	20	101	254	1,524	3,423	0	168	168	3,591	5,101	-30%
Borough not specified	1,074	352	7,523	2,909	441	776	1,171	955	15,201	0	0	0	15,201	5,674	168%
Brent	41	12	1,955	660	53	213	430	278	3,642	659	3,178	3,837	7,479	8,715	-14%
Bromley	16	6	1,257	530	44	72	274	793	2,992	940	768	1,708	4,700	2,921	61%
Camden	77	625	706	374	123	61	158	107	2,231	3,444	1,886	5,330	7,561	5,868	29%
City of London	99	1,904	478	312	107	318	258	807	4,283	0	6,020	6,020	10,303	11,526	-11%
City of Westminster	539	341	3,474	1,446	530	347	449	703	7,829	898	1,098	1,996	9,825	10,755	-9%
Croydon	44	2	1,342	472	33	87	250	601	2,831	728	2,729	3,457	6,288	4,387	43%
Ealing	103	12	1,920	1,683	167	348	409	444	5,086	572	16,641	17,213	22,299	6,853	225%
Enfield	47	24	1,056	515	31	77	157	234	2,141	3,383	1,817	5,200	7,341	4,480	64%
Greenwich	551	93	1,572	414	144	136	348	1,430	4,688	212	1,017	1,229	5,917	9,680	-39%
Hackney	32	190	776	197	22	45	144	10	1,416	3,383	1,996	5,379	6,795	2,932	132%
Hammersmith and Fulham	67	25	713	586	80	104	135	75	1,785	2,622	9,082	11,704	13,489	3,605	274%
Haringey	59	15	606	290	29	33	128	7	1,167	2,076	2,021	4,097	5,264	6,906	-24%
Harrow	22	2	751	445	16	31	204	103	1,574	472	1,657	2,129	3,703	1,522	143%
Havering	69	1	1,022	287	27	81	172	281	1,940	3,639	1,053	4,692	6,632	2,744	142%
Hillingdon	6,130	15	1,753	448	82	146	317	331	9,222	1,665	925	2,590	11,812	7,531	57%
Hounslow	165	33	1,257	478	106	151	222	615	3,027	2,785	4,947	7,732	10,759	6,658	62%
Islington	75	245	951	645	151	108	233	200	2,608	1,859	2,505	4,364	6,972	2,837	146%
Kensington & Chelsea	113	40	662	589	57	94	134	217	1,906	53	6,837	6,890	8,796	20,273	-57%
Kingston upon Thames	86	12	970	706	44	124	285	539	2,766	880	916	1,796	4,562	3,829	19%
Lambeth	61	238	1,429	843	122	136	281	72	3,182	3,428	6,100	9,528	12,710	9,351	36%
Lewisham	71	56	1,602	600	125	102	447	78	3,081	2,295	3,331	5,626	8,707	7,013	24%
Merton	57	5	1,107	591	44	101	210	223	2,338	633	943	1,576	3,914	3,803	3%
Newham	96	17	1,765	478	214	163	628	728	4,089	230	1,823	2,053	6,142	6,510	-6%
Redbridge	42	42	1,485	545	135	157	478	831	3,715	912	1,290	2,202	5,917	7,179	-18%
Richmond upon Thames	59	11	451	143	17	39	84	168	972	0	1,556	1,556	2,528	3,955	-36%
Royal Parks Constabulary	545	38	767	63	18	10	8	283	1,732	0	0	0	1,732	2,394	-28%
Southwark	247	494	1,382	770	98	120	327	533	3,971	1,412	974	2,386	6,357	8,481	-25%
Sutton	97	3	470	308	35	81	217	92	1,303	1,900	1,495	3,395	4,698	3,051	54%
Tower Hamlets	95	100	1,290	618	103	162	380	100	2,848	555	7,224	7,779	10,627	29,164	-64%
Waltham Forest	26	89	1,206	725	40	136	564	167	2,953	0	195	195	3,148	3,676	-14%
Wandsworth	201	121	1,582	889	102	125	317	1,294	4,631	6,059	3,616	9,675	14,306	8,733	64%
Grand Total	11,248	5,210	49,048	22,335	3,461	5,063	10,676	15,782	122,823	54,231	96,563	150,794	273,617	246,510	11%
% of Annual Total	4%	2%	18%	8%	1%	2%	4%	6%	45%	20%	35%	55%	100%	100%	
Mean	321	149	1,401	638	99	145	305	451	3,509	1,549	2,759	4,308	0	2	

Source: TfL (2017a)

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Table 6 Speeding sanctions, Cameral and Officer Initiated, by Borough, 2015

	Camera Initiated				Officer Initiated						
	20 mph	30 mph	40 mph	50 mph	20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	General
Barking and Dagenham		308		102		36	7	36	1	9	
Barnet			305	40	1	447	210	98		114	
Bexley		168			2	669	185	608		59	1
Borough not specified					51	470	185	213	3	33	
Brent		3,140	38			83	176	16		3	
Bromley		768			4	294	42	361		92	
Camden		1,886			9	95	3				
City of London	4,468	1,552			658	149					
City of Westminster		920	178		2	572	128	1			
Croydon		2,415	314			546	55				
Ealing		15,924	114	603		311	40	82	4	7	
Enfield		1,096	721		8	118	99	5		4	
Greenwich		1,017				686	429	306		8	1
Hackney		1,996				4	5	1			
Hammersmith and Fulham		8,851	231			33	41	1			
Haringey		1,848	173		2	1	2		1	1	
Harrow		1,635	22			11	91			1	
Havering		576	41	436		106	3	117		55	
Hillingdon		887	38			270	19	16	10	16	
Hounslow		1,385	3,558	4		29	210	354	2	20	
Islington		2,505			68	131	1				
Kensington & Chelsea		6,492	345			205	12				
Kingston upon Thames		483	433		3	118	48	362		7	1
Lambeth		6,100			3	67	1	1			
Lewisham		3,181	150		1	44	16	14		3	
Merton		479	464		5	34	82	102			
Newham		1,823				500	156	72			
Redbridge		581	545	164	3	187	209	424		8	
Richmond upon Thames		1,556			7	44	22	94	1		
Royal Parks Constabulary					118	164		1			
Southwark		974			41	487	5				
Sutton		1,265	230			50	42				
Tower Hamlets		7,224			1	76	20	2		1	
Waltham Forest		195			3	117	9	38			
Wandsworth		3,611	5		2	351	910	30		1	
Total	4,468	82,841	7,905	1,349	992	7,505	3,463	3,355	22	442	3

Table 7 Red Light Sanctions, Camera and Officer Initiated by Borough

	Camera Initiated		Officer Initiated		Total	
	2014	2015	2014	2015	2014	2015
Barking and Dagenham	21	609	36	27	57	636
Barnet	972	5,928	107	74	1,079	6,002
Bexley			43	20	43	20
Borough not specified			250	441	250	441
Brent		659	62	53	62	712
Bromley		940	28	44	28	984
Camden	53	3,444	128	123	181	3,567
City of London	332		85	107	417	107
City of Westminster	249	898	250	530	499	1,428
Croydon	32	728	63	33	95	761
Ealing		572	326	167	326	739
Enfield	637	3,383	68	31	705	3,414
Greenwich		212	203	144	203	356
Hackney	74	3,383	60	22	134	3,405
Hammersmith and Fulham	531	2,622	73	80	604	2,702
Haringey	327	2,076	28	29	355	2,105
Harrow		472	14	16	14	488
Havering	116	3,639	21	27	137	3,666
Hillingdon	298	1,665	131	82	429	1,747
Hounslow	2,232	2,785	121	106	2,353	2,891
Islington	395	1,859	146	151	541	2,010
Kensington & Chelsea	28	53	86	57	114	110
Kingston upon Thames	78	880	121	44	199	924
Lambeth	1,201	3,428	145	122	1,346	3,550
Lewisham	285	2,295	85	125	370	2,420
Merton	14	633	74	44	88	677
Newham		230	161	214	161	444
Redbridge	175	912	200	135	375	1,047
Richmond upon Thames			19	17	19	17
Royal Parks Constabulary			33	18	33	18
Southwark	1,532	1,412	156	98	1,688	1,510
Sutton	102	1,900	13	35	115	1,935
Tower Hamlets	30	555	118	103	148	658
Waltham Forest			43	40	43	40
Wandsworth	800	6,059	113	102	913	6,161
Total	10,514	54,231	3,610	3,461	14,124	57,692

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Traffic Disposals by Borough

Sanctions by Borough are shown in the table below. The most striking features are

- the variability both between Boroughs and,
- within Boroughs, between years (see Table 7 final column).

Variation between Boroughs

The range of variation between Boroughs for different offences in 2015 is shown below. A few boroughs (Bexley, City of London, Richmond upon Thames, Waltham Forest) did not have any data reported on Red Light NIPs.

Table 8: Range of enforcement between Boroughs by enforcement type (2015)

	Average	Highest		Lowest		Ratio
	Number	Number	Borough	Number	Borough	
FPNs/TORs (Officer initiated)						
Contravening Signage	321	6,130	Hillingdon	16	Bromley	383:1
Cycle Related	149	1,904	City of London	1	Havering	1904:1
Insurance, license and vehicle defects	1,401	3,474	City of Westminster	470	Sutton	7:1
Mobile phone	638	1,683	Ealing	143	Richmond upon Thames	12:1
Red light	99	530	City of London	16	Harrow	33:1
Risky behaviours	145	348	Ealing	31	Harrow	11:1
Seatbelt	305	628	Newham	84	Richmond upon Thames	7:1
Speeding	451	1,430	Greenwich	7	Haringey	204:1
NIPs (Camera initiated)						
Speed NIPs	2,759	16,641	Ealing	168	Bexley	99:1
Red light NIPs	1,549	6,069	Wandsworth	53	Kensington and Chelsea	115:1

Source: TfL (2017b)

Variation between years

Changes between years in the levels of enforcement, varied considerably between Boroughs. These appear to be driven primarily in fluctuations in the number of NIPs, i.e. the camera initiated responses to speeding and red light running. The Borough with largest increase in enforcement (274%) was Hammersmith and Fulham, whilst Barking and Dagenham saw a 74% decline in sanctions.

References

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Appendix A: Risky Behaviours (as defined by TfL)

Drive a mechanically propelled vehicle on a road / in a public place without due care and attention
Driver not in position to have proper control - endorsable offence
Drive a mechanically propelled vehicle on a road / in a public place without reasonable
Cause unnecessary obstruction by a motor vehicle / trailer within the Greater London area
Use a motor vehicle / trailer the number of passenger / manner carried likely to cause danger
Ride a motor cycle on a road and fail to wear protective headgear
Use a vehicle on a road when the front fog lamp(s) were used and visibility not seriously reduced /
Use on a road a motor vehicle / trailer with a load which was insecure / in a position likely to cause
Use a vehicle on a road when the front fog lamp(s) were used to cause dazzle / discomfort
Stop / cause to remain at rest a vehicle on a carriageway of motorway
Cause vehicle to be left in a dangerous position
Overtake within pedestrian crossing limits
Use a motor vehicle when headlamp not lit in poor visibility / darkness
Use a motor vehicle on a road in a manner as to cause excessive noise
Sound a horn / bell / gong / siren fitted to a vehicle whilst stationary on a road
Driver of motor vehicle not in position to have full view - endorsable offence
Open a vehicle door so as to injure / endanger a person
Use a vehicle on a road without lights at night / in reduced visibility
Use a motor vehicle on a road where the aim of the headlamp beam was used to cause undue
Use a motor vehicle on a road when the vehicle hazard warning signal device was misused
Use vehicle on a road fitted with blue warning beacon / special warning lamp / device
Drive on motorway hard shoulder / emergency refuge area
Use a vehicle on a road when the rear fog lamp(s) were used and visibility not seriously reduced
Carry more than one passenger on a motorcycle
Use vehicle with unlit load overhanging front
Use on a road a motor vehicle / trailer for an unsuitable purpose so as to cause / likely to cause
Reverse a motor vehicle unnecessarily on a road
Overtake moving / stationary vehicle within zig zag road markings of toucan crossing
Use on a road a motor vehicle / trailer - danger of injury due to weight / position / distribution /
Pedestrian remain within limits of a Zebra / Pelican / Puffin crossing longer than was necessary
Park a motor vehicle in darkness other than at nearside of road
Use vehicle on a road with a swivelling lamp / reflector
Use a motor vehicle reversing lamp when not reversing
Sound a horn / gong / bell / siren fitted to a vehicle in motion on a restricted road at night
Allow vehicle to remain stationary during darkness without lights
Use a motor vehicle fitted with a bell / gong / siren / two tone horn
Drive a vehicle backwards on a motorway
Carry passenger improperly on a motorcycle - Road Traffic Act 1989

Source: TfL (2017)