

RoadPeace

The national charity for
road crash victims



Traffic Law Enforcement baseline review

April 2019



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Glossary

CoLP	City of London Police
CoP	College of Policing
COPA	Case Overview and Preparation Application
CPS	Crown Prosecution Service
DfT	Department for Transport
ETSC	European Transport Safety Council
HMIC	Her Majesty’s Inspectorate of the Constabulary
KSI	Killed and Seriously Injured
LCC	London Cycling Campaign
LS	Living Streets
LVC	London Victim Commissioner
Moj	Ministry of Justice
MOPAC	Mayor’s Office of Police and Crime
MPS	Metropolitan Police Service
NDCS	National Dashboard Camera System
NDORS	National Driver Offender Retraining System
NPCC	National Police Chiefs Council
RTPC	Roads and Transport Policing Command
TfL	Transport for London
VRU	Vulnerable Road User

London Traffic Justice

Traffic Law Enforcement baseline review summary

Traffic law enforcement and London Vision Zero action plan

- Traffic law enforcement has a key role in reducing road danger and eliminating road death and serious injury. The London Vision Zero action plan acknowledges this and includes a three tiered approach to traffic law enforcement
- RoadPeace's London Traffic Justice project is aimed at holding the police to account to reduce road danger, focusing on the three areas of traffic law enforcement, collision investigation and treatment of victims. This baseline review summarises the transparency, accountability and effectiveness of traffic law enforcement in London. Sanctions started in 2017 formed the basis for the enforcement analysis and documented the situation prior to the launch of the London Vision Zero action plan in July 2018.

Roads policing resources

- The Metropolitan Police Service (MPS) Roads and Transport Policing Command (RTPC) has over 2000 uniformed officers, with 384 officers in the Roads Policing Unit.
- Whilst some have been temporarily transferred to the Mayor's Violent Crime taskforce, TfL reported this was on the basis that it would not affect the delivery of London's Vision Zero action plan
- In 2018/19, TfL contributed £90.7 million, 65% of the cost of RTPC. TfL is believed to be the only transport authority in the country which subsidises local roads policing

Total traffic offences detected

- In 2017, the MPS and City of London Police detected 296,130 traffic offences, a daily average of 811
- Over two-thirds of violations detected – speeding (52%), red light violations (8%) and no insurance (8%) – rely heavily on camera detection

Trend in enforcement activity

- In 2017, MPS and CoLP sanctioned 296,130 drivers/riders for traffic offences, up slightly (3%) from 2016, but less than in 2015 when 302,066 sanctions were started
- 20mph speeding detection has increased to 46,709 in 2017, up 755% from 2015, with Hackney accounting for 90% of 20mph sanctions, whilst 30mph speeding detection decreased to 70,527 (-22%)
- Whilst drink driving detection decreased to 6,425 in 2017, down 15% since 2015, drug driving detections increased by 70% to 2,181
- Sanctions for mobile phone use by drivers fell by 40% over 2015-2017, down to 15,752
- Dangerous driving increased to 1,107, up 20% since 2015, whilst careless driving decreased by 5%, down to 2,433

Comparison within boroughs

- Wide variation of offence detection was reported between boroughs, with 2017 showing:
 - Careless driving – This varied greatly between boroughs with 20 times as many sanctions caught in Westminster (202) than Richmond (10)

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- Mobile phone offences varied widely with over eight times as many offences detected in Westminster than in Bexley
- Cycle offences – Southwark reported the largest number of cycle offences detected (833), followed by Westminster (475), whilst Bexley, Kingston upon Thames and Richmond upon Thames all reported only one cycle offence

Comparison with other police areas

- Court prosecutions were compared with other areas, with the caveat that these are influenced by other factors, including CPS and court availability
- London fared badly on drink driving and dangerous driving prosecutions, when compared on a per KSI basis.

Conclusions and recommendations

- TfL recognises the importance of traffic law enforcement, as seen by its investment in the RTPC and inclusion in the Vision Zero action plan
- But the lack of data and transparency around enforcement activity, evaluation methods, and performance indicators prevent assessing its effectiveness
- Recommendations include
 - increased transparency by the MPS with its objectives, indicators and methods of evaluating its traffic law effectiveness
 - careless and dangerous driving be adopted as police priorities
 - review of the reasons for the widespread variation with offence detection between boroughs
 - ensuring greater consistency with how MOPAC treats road crime with a road traffic crime dashboard developed, and lead contact identified.

1. Introduction

The fundamental purpose of the police is to prevent and detect crime, and our commitment to Londoners is to work with the Metropolitan Police to ensure that – within the resources available – they are there when and where Londoners need them.

Mayor of London (2017)

How well the police are able to prevent and detect road traffic crime (road traffic offences) in London is the focus of this baseline review. With a daily average of over 10 million motor vehicle trips, there is much potential for non-compliance and increased risk to other road users (TfL, 2018).

The Evening Standard has recently reported that road deaths reached an all-time low in 2018, with 110 people killed in crashes (Lydall, 2019). Transport for London (TfL) have yet to publish the detailed data on deaths and serious injuries. In 2017, 131 people died in crashes on London's roads. Fifteen more than in 2016, which had the lowest ever road death toll (116) reported (TfL, 2018). Those most vulnerable, pedestrians, accounted for over half of all road deaths, with another 10 killed whilst cycling. Car occupants accounted for one in ten road deaths.

For every death, there were 28 serious injuries reported. Pedestrians were also the largest share (35%) of those reported seriously injured, and cyclists another 13%. With these vulnerable road users, a small increase in speed or a momentary distraction can be life changing, if not lethal. These actions are also intimidating and deter many from cycling or walking.

The Mayor and TfL have committed to Vision Zero for road danger and for eliminating road deaths and serious injuries on London roads by 2041. They are even more ambitious with buses, aiming for no one to be killed in or by a bus by 2030 (TfL, 2018).

London Traffic Justice

Funded by Trust for London, RoadPeace's London Traffic Justice Project aims to hold the police to account in their duty to protect life. We are all vulnerable when travelling on the road, but especially those walking and cycling. This project works to increase the transparency and accountability, and ultimately the effectiveness of the police's role in reducing road danger:

Transparency: what the police are doing to enforce traffic laws and reduce road danger, including their resources, operations and sanctions.

Accountability: who can be held responsible for traffic law enforcement and who to be contacted or lobbied for additional activity or different work.

Effectiveness: how successful the police efforts have been in reducing road danger. As data on compliance or perception of safety are not available, proxy indicators include the enforcement activity reported by the police, and a comparison with prosecutions in other police areas.

This baseline review is intended to facilitate better understanding of the current efforts and constraints on roads policing and traffic law enforcement in London. It does not cover the wider work of the police in educating and engaging road users. Baseline reviews are also produced on the project's other key areas of collision investigation and supporting crash victims.

RoadPeace

RoadPeace, the national charity for road crash victims, monitors the efforts the police make in enforcing traffic laws and reducing road danger. This included publishing Lawless Roads (2017), which analysed the trends in roads policing, casualties and driving offences between 2010-2016 in England and Wales, and highlighted the reduction in court prosecutions and a rise in out of court sanctions. In 2018, RoadPeace



launched a policing dashboard which provides data on prosecutions of key driving offences by individual police service.

In London, RoadPeace was represented on TfL's Enforcement Working Group as well as its Road Safety Steering Group. RoadPeace's London 2016 Mayoral Manifesto called for London to lead the way to a safer and fairer city and:

- Ensure that driving offences that kill and injure are recorded and treated as violent crime
- Maintain the investment in roads policing by TfL
- Lobby for full review of driving offences
- Help keep unsafe drivers off the road by promoting use of driving bans
- Increase use of speed cameras and support 20 mph default speed limit
- Ensure police prioritise detecting careless drivers and those using mobile phones
- Monitor impact of traffic law enforcement on those walking and cycling
- Commission research into how justice system could protect those walking and cycling

Baseline review structure

Chapter 2, Background, reviews the priority assigned to roads policing and traffic law enforcement in London's police and crime plan. It also highlights other key reports, such as London's Vision Zero action plan, and a recent campaign for safer systems indicators which focus on compliance.

Chapter 3, Organisation, summarises information on the resourcing of the Metropolitan Police Service (MPS) Roads and Transport Policing Command (RTPC). This includes the number reported by the MPS and Home Office to be working in roads policing (full time), with a comparison of other police services. The current budget of the RTPC is also presented. This chapter also discusses the strategic approach taken by the RTPC and the transparency of its work.

Chapter 4, Enforcement Activity, summarises the sanctions initiated by the police in 2017 by key offence, and by borough, where possible. Key offences include: speeding, drink and drug driving, mobile phone, seat belts, dangerous driving, careless driving, fail to stop, uninsured driving, red light offences, close pass, and pedal cycling offences.

Chapter 5 compares prosecution rates by KSI with other police services in 2017. Whilst prosecution rates are influenced by CPS and court availability, RoadPeace believes that police still have a lead role in determining prosecutions.

Chapter 6, Conclusions, reviews the key findings and closes with practical and low cost recommendations to improve the transparency, accountability and effectiveness of traffic law enforcement in London. A draft version of this review was shared with TfL and the MPS to help ensure our analysis was fair, findings accurate and our recommendations pragmatic.

2. Background

Despite road deaths greatly outnumbering deaths by knife crime or gun crime, roads policing is not defined as a priority for the police in England and Wales. It is not considered core work by the Home Office nor is it evaluated by Her Majesty's Inspectorate of Constabulary (HMIC). The HMIC focus on notifiable (recorded) crime which excludes the vast majority of driving offences, such as drink driving, disqualified driving, etc. The National Police Chief Council (NPCC) three year roads policing strategy, Policing Our Roads Together (2018-21) contains an enforcement focus on the fatal four offences (NPCC, 2018).

In contrast to England and Wales, Scotland defines roads policing as priority work for the police and has a Road Safety and Road Crime Strategy (Police Scotland, 2015).

A few Police and Crime Commissioners (PCC), including those in Avon and Somerset and Merseyside, have adopted road policing as a priority in their police and crime plan. In October 2018, Devon and Cornwall PCC launched a Road Policing strategy tackling the fatal five, which added careless and inconsiderate driving. Devon and Cornwall PCC Alison Hernandez also leads on road safety for the National Police and Crime Commissioners Association.

London's Police and Crime Plan

"Safety is my highest priority" So starts the Mayor's police and crime plan 2017-2021. One of the two ambitions set for the MPS and all partner agencies is *"A safer city for everyone in London, no matter who you are or where you live"*.

The Mayor's 2017-2021 police and crime plan does include road danger reduction and traffic law enforcement. It states that *"The RTPC, as with the rest of the MPS, will play an important role in delivering the Mayor's aspirations for Healthy Streets for London"* and how *"Vision Zero will demand a greater level of commitment from all partnership agencies involved to improve road safety in London."*

Actions include the Mayor working with *"TfL, London's police forces – MPS, BTP and City of London Police (CoLP) – and other partners to develop a partnership strategy for how roads and transport policing and enforcement contribute towards the Mayor's aspirations for Healthy Streets."*

The plan also acknowledges, *"there is too little traffic law enforcement transparency around collisions and criminal justice, which we will seek to address with the publication of a joint TfL/MPS annual report of road traffic enforcement in London, and working with the Crown Prosecution Service and the Courts Service to collate and publish information about fatal and serious injuries."*

One of the plan's stated commitments includes:

- *Working closely together with the MPS, TfL, British Transport Police, the City of London Police, and the Criminal Justice Service to improve safety on public transport and on London's road network.*

The Police and Crime plan commits to *"delivering a policing service that is better equipped to deal with crime and anti-social behaviour locally, across the city and online, strengthening neighbourhood policing, giving Boroughs a say in local policing and crime priorities"*. City-wide priorities (for all boroughs) include mandatory high-harm crimes: knife and gun crime, sexual violence, domestic abuse, child sexual exploitation and hate crime. In addition, boroughs are *"able to identify two local priority crimes, based on local knowledge, crime data and police intelligence, along with antisocial behaviour, which has been identified as an important issue in every Borough"* (MOPAC, 2017)

As roads policing is organised on a different structure, it is likely that it will continue to be overlooked by boroughs and neighbourhood policing as these forums do not discuss road safety concerns.

TfL and London's Vision Zero Action Plan

TfL has been promoting traffic law enforcement for several years. In February 2014, TfL announced their six road safety commitments with

Commitment 4: Increase efforts with the police, boroughs and enforcement agencies in tackling dangerous and careless road user behaviour that puts people at risk.

Efforts included funding the RTPC, and introducing such programmes as London Freight Enforcement Partnership, Community Roadwatch, as well as the work of Operation Safeway and the Cycle Safety team.

And TfL has recognised more can be done. In their 2016 Roads Policing Enforcement Statistics Bulletin, TfL stated how

Looking forward, TfL and the police will look to build on existing good work and will develop a revised approach to policing London's roads. This will ensure that our policing activities are fully aligned with the principles outlined in the Mayor's Healthy Streets and Vision Zero agendas. This new approach will look to target those road users that create a disproportionate amount of risk and who choose to drive in an illegal and dangerous manner. (TfL, 2018)

London's Vision Zero action plan gave much priority to traffic law enforcement. Its section on Safe Behaviours included Action 9 which stated:

The MPS Roads and Transport Policing Command will deter risk-taking on the road through an enhanced, three-tiered approach to policing and enforcement from 2018, through:

- *intensifying focus on the most dangerous drivers and riders*
- *intelligence-led activity targeting specific locations, times and offences*
- *high-visibility patrols to maximise coverage across London and amplify the deterrent effect*

(TfL, 2018)

London's Healthy Streets

London's Vision Zero action plan built on the base of the Healthy Streets programme. The Mayor and TfL had committed to a Healthy Streets approach which prioritises active travel (walking and cycling) and public transport over that of private motor vehicle use. This was for a multitude of reasons, including the need to reduce the burden of inactivity. The Healthy Streets approach uses 10 indicators with one being that "People Feel Safe". Surveys have shown that fear of road danger is the main reason people do not cycle or allow their children to walk unaccompanied (TfL, 2017).

3. Organisation

Roads policing resources

Staffing

Established in January 2015 with over 2300 police officers and police community support officers, the RTPC, was to be “capable of delivering hundreds of thousands more hours a year of road safety activity than before” (TfL, 2015). Over three and a half years later, the RTPC strength was reported at 2082, with

- 1481 officers
- 35 police staff
- 566 Police Community Support Officers (Mayor’s Question, 19 July 2018)

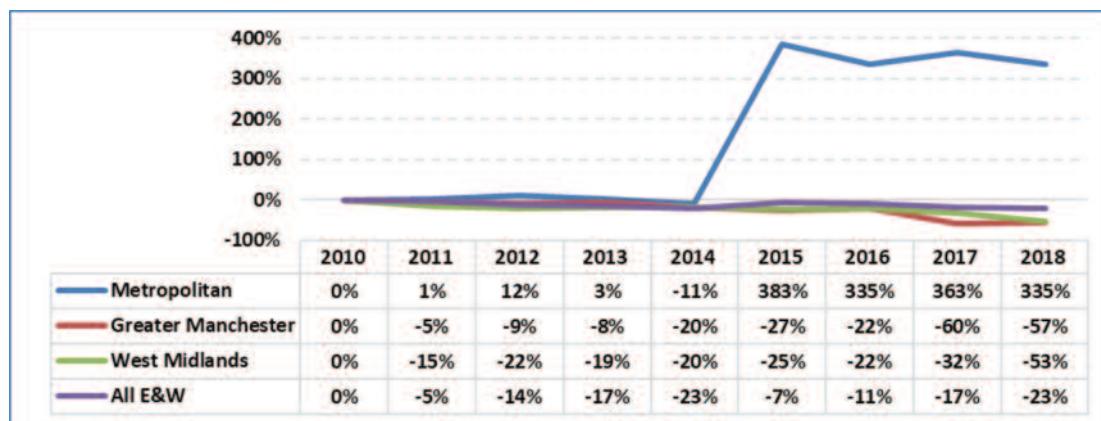
Not all are believed to be working on road safety, with many assigned to transport security, i.e. street crime occurring on buses, tubes and at transport stations. And road safety includes educational and engagement activities as well as traffic law enforcement. It is worth noting the MPS report 384 officers in the Roads Policing Unit within the RTPC (MPS, 2018).

Table 1 shows the changes from 2010 for the MPS, two other major police services – Greater Manchester and the West Midlands – and for all police services in England and Wales. This is based on data reported by police services to the Home Office. Systematic decline is evident everywhere except for the MPS, which saw small yearly variations except in 2015, with the launch of the MPS RTPC, when numbers jumped dramatically from 264 to 1,433. Figure 1 shows the impact of this jump, with over 300% increased staff capacity compared to 2014, as reported by the MPS.

Table 1 Reported Traffic Police Numbers, 2009/10-2017/18

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Metropolitan	297	301	331	306	264	1,433	1,289	1,375	1,290
Greater Manchester	310	296	282	284	248	226	243	124	134
West Midlands	351	298	276	286	282	264	273	240	166
All E&W	5,635	5,329	4,868	4,675	4,356	5,220	5,005	4,650	4,352

Figure 1 Change in reported Traffic Police numbers, 2010-18



Source: Home Office, 2018

In September 2018, 122 officers from the RTPC were reported to have been temporarily re-assigned to the Violent Crime Taskforce (Mayor of London and London Assembly, 2018). This temporary assignment has since been extended (MPS, 2018). It should be noted that key Vision Zero related activity was protected.



Roads policing budget

In 2018/19, the budgeted contribution from TfL to the MPS for the RTPC was £90.7m. This represents 65% of the cost of the RTPC. London is believed to be the only area in the country where the transport authority funds the local roads policing efforts.

The cost of the RTPC must be put into context with the total MPS budget and the impact of significant budget cuts. The total MPS budget for 2017-18 is £3.3 billion, with 70% funded by the Home Office. Whilst the MPS has already reduced costs by £600 million (2013-2017), more is required. Its allocation from the Home Office is not being cut further but nor is it being increased and another £400 million is needed to cover costs associated with inflation, pensions, etc. The MPS received no additional funding for the cost of the terrorist attacks in London (London Assembly, 2017).

Strategy

Despite calls from the London Assembly Transport Committee and road danger reduction campaigners, including RoadPeace, London does not have a distinct roads policing strategy, as it does with knife crime or hate crime. It does have a one page RTPC Control Strategy organised into six sections. Three relate to road safety, with their stated areas of focus listed below:

- Public Transport, Reliability: Response to incidents, Roads Re-Opening, Service Withdrawal
- Improving Confidence: Anti-social behaviour, partnership working, community engagement
- Road Danger Reduction: Education, Enforcement, Problem Solving

Under the Police and Crime Plan, MOPAC introduced an evidence based performance framework that does not rely on numerical targets. Using data from MPS and MOPAC research, progress is to be monitored by specific indicators. For the objective of A Better Police Service for London, indicators include

- Victim satisfaction with the police service (MOPAC's User Satisfaction Survey)
- Public perception towards the MPS (MOPAC's Public Attitude Survey)
- Reducing inequalities in satisfaction and public perceptions.

There is no indicator specific to road danger reduction.

Despite the lack of an overall strategy, some enforcement work has been conducted in a strategic manner. London has demonstrated best practice in its London Freight Enforcement Partnership programme. Freight vehicles, particularly those known to have a worse record with compliance, are regularly checked by joint teams from the police.

London has led the way in increasing transparency with police traffic law enforcement activity. In 2017, it published the first annual bulletin of roads policing enforcement statistics covering 2015. This presented data on penalties issued by both the MPS and the CoLP for all road offences.

Two further bulletins have been published, with the data for 2017-18 published in March 2019.

This data is analysed in Chapter 4. To date, no other police service is known to publish an annual review of enforcement activity and TfL/MPS/CoLP deserve credit for their commitment to transparency.

Third party reporting

As with online reporting of slight injury collisions, the MPS have tried to promote third party reporting of bad driving. In addition to RoadSafe, the MPS have signed up to the National Dash Cam Safety Portal to expedite the processing of videos of bad driving. And DfT's recent response to the Cycling and Walking Safety Review included investing £100,000 to develop a national back office function within the police (DfT, 2018)

4. Enforcement activity

With a lack of data on compliance or hours of enforcement, sanctions begun is a key proxy indicator used for enforcement activity. However, complications arise due to the multiple datasets involved, all with limitations. Datasets include:

1. TfL enforcement annual bulletin – police initiated sanctions by borough but not outcomes
2. Home Office Police powers and procedures – police sanctions initiated by police service and some outcomes but not court convictions
3. MoJ court prosecutions – court prosecution and conviction by police service, driving ban data given for England and Wales
4. DfT reported road casualty annual bulletin – data on car driver post casualty collision breath tests by region
5. Crime Survey of England and Wales – self-reported drink/drug driving incidence rates but at national level only

This is further complicated by time lags: arrests reported in [1] above may result in court prosecutions reported in [3] in either the same year or the next year. This means it is not possible to report with complete accuracy the outcome of the sanctions initiated by the police.

Total offences

In 2017, MPS and CoLP sanctioned 296,130 drivers/riders for traffic offences, up slightly (3%) from 2016, but less than in 2015 when 302,066 sanctions were started.

Which offences?

As shown overleaf in Table 2, nine offences accounted for 90% of all sanctions started in 2017:

- Speed (52%)
- No insurance (8%)
- Red light (8%)
- Mobile phone (5%)
- MOT – No certificate (4%)
- Licence (4%)
- Vehicle lighting/Condition/Use (4%)
- Seat belt (3%)
- Drink driving (2%)

Speeding dominated and accounted for over half of all sanctions. Those offences reliant on camera detection, i.e. speeding, red light, and no insurance, were the three most common sanctions, and represented over two-thirds of all sanctions.

“Fatal Four”, the traditional police priority (speed, drink/drug, mobile phone, seat belt) equalled 63% of sanctions.

The general “bad driving” offences of dangerous driving and careless driving represented 0.4% and 0.8% of all sanctions, respectively.

Table 2 Traffic sanctions, London

	Year			% 2017	change from	
	2015	2016	2017		2015	2016
Priority offences						
Speed	112,379	124,045	154,031	52%	37%	24%
No insurance	24,220	26,505	24,792	8%	2%	-6%
Red light	57,692	25,206	23,250	8%	-60%	-8%
Mobile phone	22,445	26,106	15,752	5%	-30%	-40%
License	11,478	12,660	11,902	4%	4%	-6%
Seat belt	10,727	8,428	8,135	3%	-24%	-3%
Drink driving	7,580	7,118	6,425	2%	-15%	-10%
Pedal cycle offences	5,345	3,914	3,277	1%	-39%	-16%
Due care and attention	2,571	2,799	2,433	1%	-5%	-13%
Drug driving	1,280	2,344	2,181	1%	70%	-7%
Fail to stop	1,670	1,787	1,742	1%	4%	-3%
Driving while disqualified	1,636	1,606	1,565	1%	-4%	-3%
Dangerous driving	920	1,042	1,107	0%	20%	6%
Fail to cooperate with test	1,034	1,113	1,036	0%	0%	-7%
Non priority offences						
MOT - No certificate	10,396	11,812	12,020	4%	16%	2%
Vehicle lighting / Condition / Use	13,216	12,502	10,494	4%	-21%	-16%
Local traffic order	7,548	7,128	4,189	1%	-45%	-41%
Signs / Lines	3,778	3,820	3,746	1%	-1%	-2%
Royal Parks	1,542	1,786	2,270	1%	47%	27%
Weight / Load / Passenger Numbers	636	830	1,736	1%	173%	109%
Tachograph	1,572	1,688	1,541	1%	-2%	-9%
Motorcycle offences	357	283	294	0%	-18%	4%
Other	2,044	1,989	2,212	1%	8%	11%
Total	302,066	286,511	296,130	100%	-2%	3%

Source: TfL, MPS, and CoLP 2019

Priority offences

See Table 3 for the number of sanctions started in 2017 for priority offences by borough. This shows great variation between offence detection in the boroughs. Some of the variation can be explained by traffic volumes or location of safety cameras, etc.

Table 3 Priority offences by borough, London (2017)

	Speed	Red light	Drink driving	Drug driving	Fail to cooperate with test	Seat belt	Mobile phone	Dangerous driving	Due care and attention	No insurance	Driving while disqualified	Fail to stop	License	Pedal cycle offences	Total
Inner															
City of London	3,914	88	58	75	7	379	167	15	93	92	27	1	46	142	5,104
Camden	655	363	91	24	14	184	421	24	44	351	25	34	171	343	2,744
Greenwich	4,611	116	287	132	44	465	484	33	109	1,112	58	72	595	5	8,123
Hackney	45,908	42	155	41	18	109	223	40	42	644	48	64	342	334	48,010
Hammersmith & Fulham	928	192				94	425		30	257		1	128	72	2,127
Islington	2,733	545	130	28	22	99	430	57	35	419	48	54	248	278	5,126
Kensington & Chelsea	10,084	47				50	332		34	184		1	72	47	10,851
Lambeth	5,524	1,614	278	88	57	124	581	60	61	946	72	86	491	227	10,209
Lewisham	1,211	1,159	266	159	40	1,048	609	58	74	1,053	71	73	551	23	6,395
Southwark	3,063	586	173	87	33	282	589	34	53	839	56	51	498	833	7,177
Tower Hamlets	2,703	335	186	46	39	142	242	56	91	706	74	88	265	23	4,996
Wandsworth	6,500	1,698	243	107	33	102	418	57	124	547	49	81	274	30	10,263
Westminster	4,666	558	245	84	34	529	1,572	44	202	1,151	71	52	692	475	10,375
Inner Total	92,500	7,343	2,112	871	341	3,607	6,493	478	992	8,301	599	658	4,373	2,832	131,500



Table 3 Priority offences by borough, London (2017) – continued

Outer	Speed	Red light	Drink driving	Drug driving	Fail to cooperate	Seat belt	Mobile phone	Dangerous driving	Due care and attention	No insurance	Driving while disqualified	Fail to stop	License	Pedal cycle offences	Total
Barking & Dagenham	1,156	193	347	133	45	377	465	77	85	1,221	110	115	558	5	4,887
Barnet	1,228	804	270	69	48	273	685	48	115	892	60	51	402	3	4,948
Bexley	2,498	19	21	12	3	332	193	1	32	427	1	2	188	1	3,730
Brent	2,881	305	266	88	44	258	649	40	119	927	46	78	441	18	6,160
Bromley	1,730	46	358	187	62	345	324	28	29	815	68	55	415	3	4,465
Croydon	6,744	113	259	70	46	162	303	45	51	788	75	87	398	4	9,145
Ealing	9,114	158	310	113	66	274	1,235	43	130	1,283	73	80	553	11	13,443
Enfield	1,994	581	1	1		125	288		43	720	2		345	20	4,120
Haringey	2,033	583	301	66	52	73	647	68	58	1,025	115	136	518	23	5,698
Harrow	2,183	170	192	34	30	63	203	23	27	425	18	34	173	3	3,578
Havering	1,814	420	179	47	25	149	319	38	45	627	55	43	260	4	4,025
Hillingdon	1,694	470	292	73	48	130	430	31	87	846	43	47	364	8	4,563
Hounslow	2,877	626	222	71	32	182	358	23	70	731	24	40	320	9	5,585
Kingston upon thames	1,364	82	277	101	43	127	266	23	50	424	42	38	172	1	3,010
Merton	875	433				253	405		38	377			151	3	2,535
Newham	923	52	190	30	28	344	393	29	110	1,332	63	54	532	9	4,089
Redbridge	2,489	268	280	41	45	444	580	29	114	976	50	61	452	4	5,833
Richmond upon Thames	428	19				34	232		10	170		1	60	1	955
Sutton	262	294	318	93	50	69	195	35	23	392	55	77	204	6	2,073
Waltham Forest	248	36	230	81	28	265	466	48	68	857	66	69	420	9	2,891
Outer Total	44,535	5,672	4,313	1,310	695	4,279	8,636	629	1,304	15,255	966	1,068	6,926	145	95,733

Note: Offences where the suspect is arrested (dangerous driving, drink/drug driving, fail to stop, disqualified driving) are reported in the borough where the arrest was recorded, which may differ from where the offence was detected, with some boroughs reporting no dangerous or drink drivers detected.

Source: TfL, MPS, and CoLP 2019



Speeding

Speed reduction is at the heart of London's Vision Zero programme, with the Mayor committing to bring in 20 mph on 37 streets on the TRLN network by 2024 (London Assembly, 2018). As shown in Table 4, speed sanctions rose to 154,031 in 2017, up 37% from 2015.

Table 4 Speed sanctions, London

	2015	2016	2017
Speed - 20mph	5,460	12,251	46,709
Speed - 30mph	90,361	92,459	70,527
Speed - 40mph	11,374	10,697	24,168
Speed - 50mph	4,714	7,933	10,367
Speed - 60mph	22	18	1,395
Speed - 70mph	444	673	851
Speed - Exceeded for vehicle type	4	14	14
Total	112,379	124,045	154,031

Source: TfL, MPS, and CoLP 2019

Speeding

30 mph (See Appendix C)

Sanctions rose for all speed limits, apart from 30 mph. But 30 mph speed sanctions are still the most common speed sanction given (46%), and with 20mph speed sanctions (30%), accounted for over three of four speed sanctions in 2017.

- 193 drivers were sanctioned a day breaking the 30mph speed limit, down from 253 in 2016
- 30 mph speed violation detections have decreased by 31% since 2016
- Whilst 30mph speeding detection was evenly distributed between inner and outer London boroughs (48%/52%), it varied widely between boroughs
- Ealing reported the highest (8535), Wandsworth (5965), and Lambeth (5413) to a low of 83 in Kensington and Chelsea and 206 in Waltham Forest
- Almost all 30 mph speeding detection was done by cameras (89%), with officers sanctioning 23 drivers a day (fewer than one per borough on average)

20 mph (See Appendix D)

- 128 drivers a day were sanctioned for breaking the 20mph speed limit, up hugely (755% from 2015), thanks primarily to Hackney, which accounted for 90% of all 20mph speed sanctions in 2017.
- Very few 20mph speed sanctions were given in outer London boroughs—fewer than 1%
- Camera detected violations accounted for 98% of 20mph speeding violations sanctions
- Eight boroughs had no officer detected 20mph sanctions

Community Road Watch

Similar to Community Speed Watch schemes outside of London, Community Road Watch is a road safety initiative whereby local residents work with the police to identify speeding vehicles in their community. Offending drivers are sent a warning letter and repeat offending can result in further action by the police.

Community Road Watch schemes are supported centrally by TfL. Since August 2015, when it became active in every borough, almost 39,000 speeding drivers have been detected, for a monthly average of 1000. Of those drivers sent letters, less than 2% were caught speeding again (TfL, 2018)

Red light violation

Sanctions for red light violations have decreased by 60% from 2015. TfL has reported this is due to a focus on speed cameras, rather than red light cameras.

Drink driving

Drink driving detections fell to 6,425, down 15% in two years. In 2017, there was an average of 18 drivers a day arrested for drink driving. As drink drive sanctions are recorded by the borough where the arrest was processed, the borough statistics are not an accurate indicator of where the drink driving was detected.

Breath tests

The number of breath tests in London more than halved between 2010-2016. As noted previously, estimates of drink driving incidents are restricted to self-reported surveys in the Crime Survey of England and Wales. No decline in drink driving has been reported in recent years.

The number of drivers breathalysed in London in 2017 was not included in the statistics published (Home Office, 2018). The MPS was one of four police services unable to provide the 2017 statistics.

Another 1,036 were arrested for refusing to cooperate with a drink/drug drive test.

Table 5 Breath tests

	Number			Change		% positive/refused		
	2010	2015	2016	2010-16	2015-16	2010	2015	2016
City of London	2,777	899	801	-71%	-11%	6%	12%	7%
Metropolitan Police	83,821	52,269	40,373	-52%	-23%	15%	11%	13%
Total	86,598	53,168	41,174	-52%	-23%	15%	11%	13%

Source: Home Office, 2017

Drug driving

Detection for drug driving increased to 2,181, up 70% from 2015. During this time, DfT funded drug driving testing by police. A daily average of six drivers were arrested for drug driving, one third that of drink driving.

As with drink driving, the borough statistics do not reflect where the offence was detected.

Use of (hand held) mobile phone whilst driving

After increasing between 2015-2016, drivers detected using their mobile phone fell by 40% between 2016-2017. This followed the increase to six penalty points for this offence, whereby the MPS stopped offering drivers caught on their phone the option of attending a retraining course.

In 2017, an average of 44 drivers a day were caught using their mobile phone. Detection varied by over eight fold across boroughs with 1,572 caught in Westminster and 1,235 in Ealing, whilst only 167 were detected in the City of London, and 193 in Bexley.

Seat belt

Seat belt offences also fell, with 8,135 detected in 2017, down 24% since 2015. This was the equivalent of 22 motor vehicle occupants being detected a day. In Lewisham, 1,048 seat belt violations were detected, over twice that of the next highest in Greenwich (465), and 31 times that detected in Richmond (34).



Dangerous driving

Dangerous driving detections rose to 1102, up 20% from 2015. This was only three dangerous drivers a day being detected across London.

Careless driving

In 2017, 2,433 careless drivers were sanctioned, down 13% from 2016. This was a daily average of six careless drivers, twice that of dangerous driving.

Detection varied 20 fold between boroughs. Whilst Westminster had the highest number detected (202), followed by Hackney (130), at the other end was Richmond with only 10 careless drivers detected throughout the year, and Sutton where 23 were caught.

Fail to stop

In July 2018, the MPS provided data on the judicial outcomes of hit-and-run collisions. At the London Assembly Plenary session on 1 November 2018, Sian Berry AM noted that less than a third of hit-and-run collisions were resulting in a prosecution. Commissioner Cressida Dick agreed with her “we should be achieving a higher rate than we currently are” (London Assembly, 2018).

Table 6 Prosecutions following hit and run collisions

		Fail to stop	Fail to report	Fail to give name	Total	% Fail to stop
2017	Jun	30	59	72	161	19%
	Jul	28	45	68	141	20%
	Aug	23	28	42	93	25%
	Sep	22	44	58	124	18%
	Oct	26	37	56	119	22%
	Nov	30	52	66	148	20%
	Dec	25	28	51	104	24%
2018	Jan	21	35	55	111	19%
	Feb	23	33	43	99	23%
	Mar	27	28	32	87	31%
	Apr	15	9	13	37	41%
	May	8	13	15	36	22%
	Jun	7	2	4	13	54%
	Jul	1	1	0	2	50%
	Total	286	414	575	1275	22%
	monthly average	20	30	41	91	22%

Source: Mayors Questions, 19 July 2018

As shown in Table 3 above, prosecutions have dropped considerably since April 2018.

Driver sanction for failing to stop after a collision (this could be damage only or more serious) fell to 1742 in 2017, down 3% from 2016.

Disqualified driving

In 2017, 1565 disqualified drivers were detected, down 3% from 2016.

Licence offences

The number of drivers caught with licence offences fell to 11,902, down 6% from 2016. Licence offences accounted for 4% of all sanctions started in 2017. Detection varied by 15 fold, from 692 in Westminster to 46 in the City of London.

Uninsured driving and vehicle confiscation

Uninsured driving has been a police priority for years, with its link to other criminal offending. In 2017, 24,792 uninsured drivers were caught, down 6% from 2016. Detection of uninsured driving varied 14 fold across London boroughs, with 1332 caught in Lewisham, compared to 92 in the City of London. Seven boroughs reported over 1000 uninsured drivers caught. Many uninsured drivers are believed to have been detected during the MPS's Operation Cubo. In 2017/2018, the MPS reported impounding 40,572 motor vehicles, down 20% from a high of 50,572 in 2012/13. The reason for the impoundment was not reported, although uninsured driving is believed to be the main cause.

Table 7 Vehicle impoundments

	Vehicles impounded
2010/11	49,252
2011/12	47,567
2012/13	50,572
2013/14	48,308
2014/15	38,022
2015/16	40,626
2016/17	41,759
2017/18	40,572

Source: Mayor's Questions, 2018/2566

Pedal cycle offences

The number of cycle offences detected fell to 3277 in 2017, down 39% since 2015. This equated to a daily average of eight.

There was very wide variation in the number of cycle offences detected within boroughs but this will obviously be influenced by the number of cyclists. Southwark reported the highest number of cycle offences with 833, almost twice that of the next borough; Westminster (475). Three boroughs (Bexley, Kingston and Richmond) reported just one cyclist being sanctioned.

Car dooring

In the two year period of 2015-2016, police sanctioned 23 drivers for opening a car door unsafely.

Close passing of cyclists

In 2017, the MPS launched its close passing scheme, whereby police detected and engaged with motorists who had overtaken cyclists unsafely in too close proximity. The statistics shown in Table 8 are prior to the launch of the MPS/LCC campaign Stay Wider of the Rider in summer 2018.

Table 8 Close passing operations (2017-18)

	Month	Stop	Caution	FPN
2017	Sep	16	22	4
	Oct	15	30	4
	Nov	27	17	0
	Dec	7	0	0
2018	Jan	32	26	1
	Feb	34	30	7
	Mar	18	27	4
	Apr	8	11	1
	May	13	10	0
	Jun	9	0	0
Total		197	178	22
Monthly average		18	17	2

Source: Mayor's Questions, 13 Sep 2018

From arrest to prosecution to conviction

As shown below, whilst those arrested for disqualified driving are highly likely to be prosecuted, the same cannot be said for those arrested for failing to stop or for drink driving. And whilst almost three of four drivers arrested for dangerous driving are prosecuted, there is a relatively low conviction rate. It is suspected that many of these are downgraded to careless driving rather than acquittals.

Table 9 From arrest to conviction

	Arrested	Prosecuted	Convicted	% arrested prosecuted	% prosecuted	% arrested convicted
Dangerous driving	1107	824	478	74%	58%	43%
Drink driving	6425	3703	3514	58%	95%	55%
Disqualified driving	1565	1293	1129	87%	87%	72%
Fail to stop	1742	178	129	10%	72%	7%

Source: TfL (2019), MoJ (2018)

5. Comparison with other police areas

With its commitment to Vision Zero, London should be leading the way in terms of traffic law enforcement. Dangerous driving, drink and drug driving are discussed together as they are all serious offences that can only be prosecuted at court.

Arrest data is not available from other police areas. So court prosecution of these offences have been compared (See Appendix E for statistics on all police areas). But it should be noted that it is not just the police who determine the number of prosecutions as this can depend on the CPS and court availability.

Dangerous driving

As shown in Figure 2, for dangerous driving prosecutions

- MPS is below national average
- Twice as many dangerous driving prosecutions in other large police areas (GMP and WM)
- Over three times as many being prosecuted in best performing police area (Cleveland)
- As reported previously, many dangerous driving arrests in London do not make it to prosecution

Figure 2 Dangerous driving prosecutions/KSI, 2017

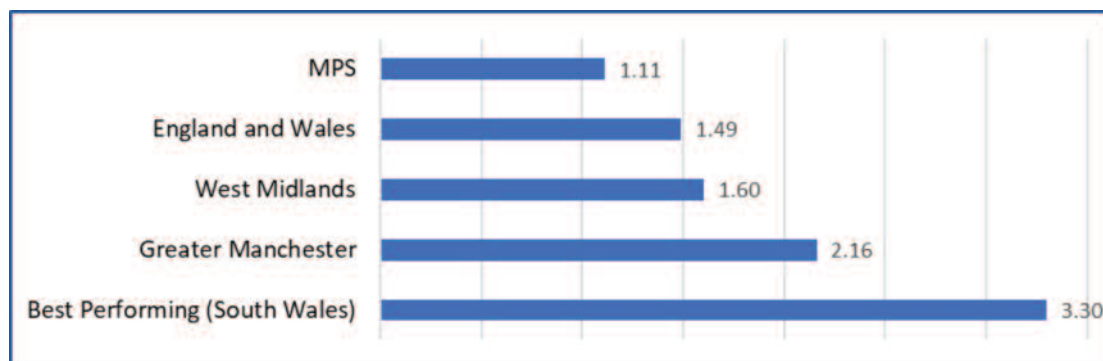


Drink driving

Drink driving (single offence of *Driving with alcohol in the blood above the prescribed limit*)

- As with dangerous driving, MPS is below national average
- Almost twice as many being prosecuted in Greater Manchester
- Almost three times as many prosecuted in Cleveland

Figure 3 Drink driving prosecutions/KSI, 2017



Drug driving

Drug driving

- MPS prosecution of drug driving is at national average and more than in West Midlands
- Over three times as many prosecutions in best performing area (Cleveland)

Figure 4 Drug driving prosecutions/KSI, 2017



If London was leading the way...

Shown below is the number of additional prosecutions that would have been made in London, if they had met the national average or that of the police area reporting the highest number of prosecutions. The widest gap is with drink driving. Only with drug driving, is London meeting the national average.

Table 10 Additional prosecutions possible in London

	England and Wales average	Highest reporting police area
Dangerous driving	105	1,365
Drink driving	1,628	8,908
Drug driving	0	470

6. Conclusions

Any assessment of traffic law enforcement in London must acknowledge and commend TfL for the key role they have had. With roads policing officers cut disproportionately elsewhere, the MPS and the public, especially VRUs, all benefit greatly from the Mayor and TfL's appreciation of the importance for traffic law enforcement and their investment in the RTPC. With the pressure on police from other crime types, particularly from knife crime, TfL's investment is even more critical to the police being able to help deliver Vision Zero.

The commitment to transparency is also commendable. London has led the way and remains the only police service publishing an annual review of its enforcement activity. However there is room for improvement, starting with the clarification of the number of roads policing officers as not all RTPC are believed engaged full time in roads policing activities, as defined by the Home Office. And whilst the number of officers increased over three fold in 2015, there was not a similar increase in sanctions, with many key areas such as drink driving decreasing.

And transparency is lacking in the reasons for what is being done and how this is decided. A roads policing strategy with performance indicators remains needed. Annual enforcement statistical bulletins are useful but not a substitute for the annual plans called for by the London Assembly Transport Committee (London Assembly, 2014).

The lack of a strategy and annual plans obstruct accountability. This is already hindered by roads policing being organised on a multiple borough level whilst community engagement is based on a much more local basis, i.e. Safer Boroughs, neighbourhood policing and Safer Ward panels. The Mayor's commitment to priorities being determined locally does not help roads policing. Road safety concerns often extend beyond local communities, covering work and school commutes. Statistical reports to senior police officers and MOPAC focus on the Mayor's priority crimes and locally identified crimes. These do not include road traffic offences.

And the effectiveness of traffic law enforcement in London is uncertain due to the lack of relevant indicators and the lack of data on compliance. Better was previously possible. TfL used to commission research into compliance with mobile phone use and seat belts. The analysis here has had to rely on enforcement activity as a proxy i.e. sanctions and prosecutions.

The analysis has shown wide inconsistency between London boroughs in 2017. Variation in boroughs can be due to arterial roads and busy junctions with safety cameras. Comparison with other police has also revealed that many more prosecutions are occurring elsewhere. The lack of compliance data means it is not possible to know if this is due to higher levels of offending elsewhere or more offence detection, as no data is published on the hours of enforcement activity.

These are the challenges that the London Vision Zero action plan must tackle.

Recommendations

Our recommendations are organised by the lead agency but as our baseline review has highlighted, traffic law enforcement is a shared responsibility with much overlap in the work listed below.

1. MOPAC should ensure road crime is treated as real crime and

- a. clarify how it is kept informed of progress on traffic law enforcement and which indicators it is monitoring. Specific MPS RDR key performance indicators are needed to track how the police keep their commitment to delivering Vision Zero and Healthy Streets. This is particularly important given MOPAC's focus on notifiable crime, local borough crime priorities and satisfaction surveys, all of which omit road crime victims.
- b. develop dashboards on road traffic crime, just as it has on knife crime and stop and search, and facilitate comparison between boroughs.
- c. work with the MPS and TfL to ensure police meetings with local communities include updates on road traffic crime, Community Roadwatch and crashes in the local area.
- d. ensure MOPAC's Anti Social Behaviour addresses speeding vehicles, apart from abandoned vehicles, and work with the RTPC to reduce inappropriate use of motor vehicles on estates and neighbourhoods.

2. MPS should increase transparency and its effectiveness, and

- a. further clarify the MPS' three tiered approach, with clearly defined objectives and performance indicators. Just as with other key challenges such as knife crime and hate crime, a roads traffic crime strategy should be produced. See Appendix F for example.
- b. adopt careless and dangerous driving as priority offences. There was very little detection of dangerous driving and the ratio of careless driving sanctions to dangerous driving sanctions varied widely. How the police ensure consistent charging decisions of careless and dangerous driving needs clarification.
- c. review the number of roads policing officers it reports to the Home Office as working full time on traffic policing. This would help manage expectations.
- d. clarify how it ensures its approach reduces harm posed to others. This is needed to avoid operations focussing disproportionately on the much more benign modes of cycling and walking.
- e. produce an organogram highlighting the different units of police involved in traffic law enforcement with contact details for local leads.

3. London Assembly can assist with

- a. The Police and Crime Committee and the Transport Committee should hold a joint inquiry into the effectiveness of the MPS in delivering safer roads, covering both traffic law enforcement and collision investigation.

4. TfL has a key role in improving the evidence base and

- a. Track key road traffic crimes from offending through to conviction, with the various datasets joined up. This should address such issues as the gap between arrests and prosecution, and the wide variation in enforcement between boroughs. It should also aim to publish enforcement data quicker and with the borough where the arrestable offence was detected (rather than where the arrest was processed).

- b. Develop a speed enforcement programme (this is planned) with the MPS, with:
 - a. Speed compliance a stated objective, as in Sweden's Vision Zero programme
 - b. More ambitious speed enforcement with new cameras able to process more and digital courts allowing more court prosecutions of high level speeding drivers
 - c. Reducing the speed threshold level (after publicising this policy change)
 - d. Researching and piloting speed enforcement by local authorities
 - e. Enhance Community Roadwatch with annual awards and greater publicity for local speed campaigners
 - f. Lobby for driving bans and vehicle impoundments for speeding drivers
- c. Develop compliance estimates.

Local Authorities should support by

- a. invest in, collaborate and complement traffic law enforcement efforts. Good practice with how local authorities can support traffic law enforcement should be defined and promoted. See RoadPeace's traffic law enforcement related suggestions for Southwark Council's Vision Zero plan (Appendix B).
- b. Seizing any opportunity to be empowered to assist the police with traffic law enforcement, including enforcing speed limits. These should be welcomed and piloted.

RoadPeace can contribute and

- a. develop benchmarking standards in traffic law enforcement in collaboration with RDR partners. These should help unify and strengthen the community voice and help clarify the priorities of those more vulnerable.
- b. organise campaign packs on key crimes, covering estimated incidence, detection, prosecution and sentence. Key crimes include:
 - a. Dangerous and careless driving
 - b. Drink and drug driving
 - c. Speeding (20mph and 30 mph)
 - d. Use of mobile phone whilst driving
 - e. Fail to stop (Hit and run)
- c. Produce summaries of traffic law enforcement by London boroughs to help local campaigners. Drafts will be shared with TfL and MPS to ensure they are constructive.

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Appendix A: London Assembly Feet First report on pedestrian safety, April 2014

In their 2014 Feet First report on pedestrian safety, the London Assembly Transport Committee made several traffic law enforcement related recommendations as shown below.

Recommendation 7: The Mayor and TfL work with the police to develop a detailed strategy for traffic law enforcement across London, including:

- Conducting a review of the effectiveness of current traffic law enforcement;
- Producing annual plans for traffic law enforcement that target specific offences affecting pedestrians, including red light jumping, driver mobile phone use and speeding;
- Installing safety cameras at all sites where TfL's analysis has already shown they would reduce deaths and serious injuries, by January 2015

Recommendation 8: The Mayor and TfL should work with the police to send a clear message that road traffic offences that endanger life will not be tolerated by:

- Ensuring that road crime is included in Met crime statistics;
- Publishing, on an annual basis, the prosecution and conviction outcomes for drivers who kill or seriously injure pedestrians;
- Undertaking research into the criminal justice experience of pedestrian KSIs;
- Supporting a review of the role of driving bans, fines and vehicle confiscation to tackle dangerous and careless driving (London Assembly Transport Committee, 2014)

Traffic law enforcement and Road danger reduction conference (November 2014)

In November 2014, a conference on the role of the police in traffic law enforcement and RDR was held. It was organised by RoadPeace, LCC, Living Streets, RDRF with support from Southwark Council. Speakers included the head of the MPS Cycle Safety Squad as well as TfL's Head of Community Policing On Street Operations.

London Assembly Police and Crime Committee inquiry and joint calls (Jan-Apr 2016)

Over a year later, in January 2016, London Assembly's Police and Crime Committee conducted a short inquiry into road traffic crime at the start of 2016. It asked what more could be done to reduce illegal, anti-social and dangerous driving. RoadPeace coordinated a joint response on behalf of our road danger reduction partners (British Cycling, Cycling UK, Living Streets, LCC, RDRF, 20s Plenty for Us)

Joint calls included:

- Ensure anti-social behaviour includes anti-social behaviour involving vehicles
- Treat road crime as crime and include in crime statistics, such as those presented at Safer Ward meetings
- Adopt a harm reduction approach with training tackling "victim blaming"
- Produce annual reviews with data presented by boroughs, and progress being made in tackling unsafe driving
- Commission research into the effectiveness of traffic law enforcement, and hit and run collisions
- Produce speed management strategy (RoadPeace et al, 2016)

Appendix B: RoadPeace suggestions for Southwark Council's Vision Zero plan

Local authorities traffic law enforcement support (June 2018)

Local authorities are expected to produce their own Vision Zero plan. Southwark Council was one of the first to get started and consulted with 20s Plenty for Us and RoadPeace over what it should include. RoadPeace provided a list of suggestions for new activities, with the traffic law enforcement related ones shown below:

Safe road users

- Support Community Road Watch Schemes, including with materials, publicity, volunteers, host annual conference
- Publicise speed monitoring data and lobby TfL for 20 mph on their roads
- Promote school streets
- Lobby government for reduced speed tolerance
- Establish working group with police and ensure driving offences and road safety are included in MOPAC Safer Borough and Neighbourhood meetings
- Police are trained on importance of active travel and slower speeds
- Offer training to CPS and magistrates working in borough
- Produce estimates of careless and dangerous driving incidence in borough (video analysis)
- Publish summary of how Southwark Council is promoting Healthy Streets and its key performance indicators
- Publish estimates of local perception of road safety
- Encourage driving instructors working in Southwark to undergo cycle training and encourage their students to do the same

(RoadPeace, 2018)

Appendix C: Speed enforcement in London – 30 mph

	2015			2016			2017		
	Camera	Officer	Total	Camera	Officer	Total	Camera	Officer	Total
Inner boroughs									
City of London	1,552	149	1,701	1,453	16	1,469	3,658	6	3,664
Camden	1,886	95	1,981	496	56	552	465	74	539
Greenwich	1,017	688	1,705	2,533	1,025	3,558	1,978	890	2,868
Hackney	1,996	4	2,000	2,659	10	2,669	4,025	5	4,030
Hammersmith & Fulham	8851	33	8884	4374	106	4480	851	68	919
Islington	2,505	131	2,636	1,770	122	1,892	912	122	1,034
Kensington & Chelsea	6,492	205	6,697		106	106		83	83
Lambeth	6,100	67	6,167	3,490	70	3,560	5,350	63	5,413
Lewisham	3,181	44	3,225	981	122	1,103	1,025	153	1,178
Southwark	974	488	1,462	518	310	828	686	199	885
Tower Hamlets	7,224	76	7,300	2,840	13	2,853	2,662	22	2,684
Wandsworth	3,611	351	3,962	3,382	308	3,690	5,752	213	5,965
Westminster	920	573	1,493	2,261	377	2,638	3,599	798	4,397
Inner borough total	46,309	2,904	49,213	26,757	2,641	29,398	30,963	2,696	33,659

Appendix C: Speed enforcement in London - 30 mph - continued

	2015			2016			2017		
	Camera	Officer	Total	Camera	Officer	Total	Camera	Officer	Total
Outer boroughs									
Barking & Dagenham	308	38	346	930	23	953	732	46	778
Barnet		447	447	5	890	895		926	926
Bexley	168	671	839	141	1,337	1,478	236	989	1,225
Brent	3,140	83	3,223	1,640	150	1,790	2,557	181	2,738
Bromley	768	294	1,062	506	358	864	578	594	1,172
Croydon	2,415	547	2,962	3,987	350	4,337	6,039	662	6,701
Ealing	15,924	313	16,237	22,130	284	22,414	8,320	215	8,535
Enfield	1,096	118	1,214	1,173	81	1,254	1,043	10	1,053
Haringey	1,848	1	1,849	2,544	3	2,547	1,992	7	1,999
Harrow	1,635	11	1,646	1,230	14	1,244	1,941	23	1,964
Havering	576	106	682	771	146	917	1,273	95	1,368
Hillingdon	887	270	1,157	671	503	1,174	520	923	1,443
Hounslow	1,385	29	1,414	19,013	56	19,069	1,280	87	1,367
Kingston upon thames	483	118	601	684	149	833	1,120	61	1,181
Merton	479	34	513	141	63	204	446	46	492
Newham	1,823	500	2,323	478	295	773	534	179	713
Redbridge	581	189	770	970	338	1,308	1,213	410	1,623
Richmond upon Thames	1,556	44	1,600	260	27	287	390	20	410
Sutton	1,265	52	1,317	90	277	367	75	115	190
Waltham Forest	195	117	312					206	206
Outer borough total	36,532	3,982	40,514	57,364	5,344	62,708	30,289	5,795	36,084
Total	82,841	6,886	89,727	84,121	7,985	92,106	61,252	8,491	69,743

Appendix D Speed enforcement in London - 20 mph

	2015			2016			2017		
	Camera	Officer	Total	Camera	Officer	Total	Camera	Officer	Total
Inner borough									
City of London	4,468	658	5,126	3,267	665	3,932		250	250
Camden		9	9		97	97		113	113
Greenwich					2	2		1	1
Hackney				6,951	4	6,955	41,872	4	41,876
Hammersmith & Fulham									
Islington		68	68		213	213	1,619	78	1,697
Kensington & Chelsea					7	7			
Lambeth		3	3		81	81		109	109
Lewisham		1	1		6	6		16	16
Southwark		41	41	220	33	253	2,111	67	2,178
Tower Hamlets		1	1	358	1	359		2	2
Wandsworth		2	2		7	7		1	1
Westminster		2	2		1	1		186	186
Inner Total	4,468	785	5,253	10,796	1,117	11,913	45,602	827	46,429

Appendix D Speed enforcement in London - 20 mph - continued

	2015			2016			2017		
	Camera	Officer	Total	Camera	Officer	Total	Camera	Officer	Total
Outer borough									
Barking & Dagenham					2	2			
Barnet		1	1					5	5
Bexley		2	2		1	1			
Brent								1	1
Bromley		4	4		1	1		3	3
Croydon								1	1
Ealing								6	6
Enfield		8	8					9	9
Haringey		2	2					19	19
Harrow									
Hillingdon								2	2
Hounslow					4	4		25	25
Kingston upon thames		3	3		8	8		6	6
Merton		5	5		22	22		29	29
Newham					1	1			
Redbridge		3	3						
Richmond upon Thames		7	7		5	5		6	6
Sutton								4	4
Waltham Forest		3	3						
Outer Total		38	38		44	44		116	116
Grand Total		4,468	5,291		1,161	11,957		943	46,545

Appendix E: Comparisons with other police areas (2017)

	Proceedings in Magistrates Court			KSI	Proceedings/KSI		
	Dangerous driving	Drink driving	Drug driving		Dangerous driving	Drink driving	Drug driving
Avon and Somerset	119	947	40	394	0.30	2.40	0.10
Bedfordshire	39	350	1	291	0.13	1.20	0.00
Cambridgeshire	40	516	8	484	0.08	1.07	0.02
Cheshire	55	880	18	380	0.14	2.32	0.05
City of London				60	0.00	0.00	0.00
Cleveland	77	391	27	159	0.48	2.46	0.17
Cumbria	39	371	17	321	0.12	1.16	0.05
Derbyshire	73	543	18	365	0.20	1.49	0.05
Devon and Cornwall	43	1,116	35	870	0.05	1.28	0.04
Dorset	19	530	16	356	0.05	1.49	0.04
Durham	76	397	12	246	0.31	1.61	0.05
Dyfed-Powys	22	404	13	339	0.06	1.19	0.04
Essex	68	879	21	927	0.07	0.95	0.02
Gloucestershire	31	395	9	314	0.10	1.26	0.03
Greater Manchester	235	1,606	44	787	0.30	2.04	0.06
Gwent	60	393	7	135	0.44	2.91	0.05
Hampshire	64	1,161	88	1,012	0.06	1.15	0.09
Hertfordshire	54	603	8	409	0.13	1.47	0.02
Humberside	58	462	19	561	0.10	0.82	0.03
Kent	111	1,004	28	905	0.12	1.11	0.03
Lancashire	122	1,175	43	741	0.16	1.59	0.06
Leicestershire	46	502	6	296	0.16	1.70	0.02
Lincolnshire	39	629	17	565	0.07	1.11	0.03
Merseyside	108	797	30	557	0.19	1.43	0.05
MPS	486	3,690	179	3,822	0.13	0.97	0.05
Norfolk	62	730	29	418	0.15	1.75	0.07
North Wales	62	550	19	293	0.21	1.88	0.06
North Yorkshire	66	600	25	465	0.14	1.29	0.05
Northamptonshire	40	533	15	279	0.14	1.91	0.05
Northumbria	128	832	32	546	0.23	1.52	0.06
Nottinghamshire	103	827	19	458	0.22	1.81	0.04
South Wales	69	979	28	297	0.23	3.30	0.09
South Yorkshire	137	721	31	822	0.17	0.88	0.04
Staffordshire	83	784	20	290	0.29	2.70	0.07
Suffolk	19	464	7	298	0.06	1.56	0.02
Surrey	54	623	20	544	0.10	1.15	0.04
Sussex	66	993	38	1,008	0.07	0.99	0.04
Thames Valley	134	1,574	58	815	0.16	1.93	0.07
Warwickshire	41	491	6	352	0.12	1.39	0.02
West Mercia	63	980	29	561	0.11	1.75	0.05
West Midlands	296	1,490	35	1,019	0.29	1.46	0.03
West Yorkshire	310	1,298	42	851	0.36	1.53	0.05
Wiltshire	32	418	7	277	0.12	1.51	0.03
England and Wales	3,849	34,628	1,164	24,889	0.15	1.39	0.05

Source: MoJ (2018)

Appendix F: Policing’s Road Safety Strategy for Devon, Cornwall, Torbay, Plymouth and the Isles of Scilly: 2018-2021

Key actions and activities to deliver our strategy

A detailed delivery plan has been developed to support this strategy at the operational level. Key actions within that plan include:



RoadPeace

Founded out of shock and outrage at the justice system's response to road deaths, RoadPeace, the national charity for road crash victims, has supported crash victims since 1992. Our support includes campaigning to improve the response of the justice system to road danger, including traffic law enforcement, collision investigation, criminal and civil justice, and better treatment of crash victims.

www.roadpeace.org

Helpline 0845 4500355

Office 0207 733 1603



The national charity for road crash victims