

Roads Enforcement Outputs Dashboard

Frequently Asked Questions

Where does the roads enforcement data come from?

The data presented in the dashboard is sourced from the Metropolitan Police Service (MPS) and City of London Police (CoLP) who undertake significant and wide-ranging activity to reduce road danger and prevent harm to all road users.

What is included in these statistics?

This dashboard contains summary information of the enforcement action and road traffic disposal options taken by the police in response to witnessed or detected road traffic offences only, irrespective of the enforcement outcome.

The purpose of this dashboard is to illustrate the extent of the policing enforcement activity undertaken rather than focus on resultant outcomes which can take a long period of time to be available (and can be found here when published: <https://www.gov.uk/crime-justice-and-law/policing>). The data may include enforcement action undertaken that may subsequently be cancelled; this may 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 any cancelled records are removed, we may risk understating the extent of the behaviour dealt with and occurring on London's roads.

While it covers both on-street and safety camera enforcement, plus offences reported to the police by the public, the information is not intended to be a summary of all police activity to reduce road danger.

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.

Information is also contained relating to Community Roadwatch information; this is only available via the Speed Enforcement page. Please read further about Community Roadwatch elsewhere in these FAQs.

Summary of Road Traffic Disposal Options explained

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

Traffic Offence Reports (TORs): This process replaced most FPNs (Fixed Penalty Notices) from April 2015 onwards. Both police forces in London 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 court summons.

Officers recommend a disposal option (e.g. 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.

Community Roadwatch information

Whilst not a road traffic disposal option that will lead to a TOR, NIP or arrest, 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 importantly where the registered owner of a vehicle can be identified), and the information can help to inform the future activity of local police teams. More can be found about Community Roadwatch [here](#).

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 dashboard, they are considered a form of warning to drivers.

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 is the data categorised in the dashboard?

There are hundreds of individual traffic offences recorded by the police and these have been categorised into themes and respective subthemes to aid interpretation and allow exploration of similar unwanted behaviour addressed by different offence types. Individual offences can be identified and filtered in the dashboard if so required.

The themes used are as follows:

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

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

- 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.

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

How often will the information be updated?

The information within the dashboard will be updated monthly to the most recently available month.

Why does the most recent data appear lower than prior months?

It can take up to 6 months for the complete set of offences dealt with to be processed and collated by the police. This means that with every monthly update to the dashboard the most recent 6 months of data may increase in volume.

Can I view enforcement outputs by borough?

This is not currently possible. There are identified issues relating to extracting the borough where an offence resulting in a TOR occurred. This is being reviewed by the MPS and when a solution is found information will be updated with the ability to view outputs by borough made available.

Can I view enforcement outputs by vehicle type?

Currently it isn't possible to filter by the vehicle used when an offence was committed. If a solution is found in future information will be updated with the ability to view outputs by vehicle type made available.

Some offence types explicitly state the vehicle used (e.g. cycling on a pavement) or imply a certain vehicle was used (e.g. tachograph offences indicating a HGV being used).

Using the Dashboard

This interactive dashboard is a combination of different types of outputs for different traffic enforcement activity. It also contains information on CRW. Each page has a set of filters at the top to narrow down the search criteria:

- a. **Date** - slider to select Year-Month.
- b. **Theme** - There are 3 themes: Documents, Driving/Riding and Vehicle
- c. **Sub-themes** - There are 25 sub-themes such as Driving under the influence, Not wearing a seat belt, Speeding etc
- d. **Enforcement Action** - The 5 types are Arrests, Community RoadWatch, NIP-Public Report, NIP-Safety Camera and TORs/FPN Police
- e. **Offence** - There is a filter to select individual offence types. This so the most detailed description of the offence e.g rear seat passenger not wearing a seat belt
- f. **Police Force** - Use the drop down to select either City Police data or Met Police data

The drop downs can be used to extract the necessary information and the scroll bars on tables to see the data to the last row. The back arrow on top left-hand side takes you to the Front page.

- The Overview page shows the Key things/trends with the most recent published data
- The Summary Statistics page
- Enforcement Action page shows the chart that is fixed to show the Enforcement action, but this can still be filtered
- Enforcement Action by Theme page shows the chart that is fixed to show the Enforcement action by Theme, but this can still be filtered
- Enforcement Action by Sub-Theme page shows the chart that is fixed to show the Enforcement action by Sub-Theme, but this can still be filtered
- Annual Comparison page shows data for Fiscal Years
- Speed Enforcement Statistics page focuses on Speeding
- Offence Details page shows a table which lists every single offence type

Can I export / download data from the dashboard?

Not currently but we will update if this functionality becomes available. However, you can find downloadable data in csv format for London on our website [here](#).

It is also possible to use a snipping tool to create a screen shot of the visualisations shown in the dashboard.

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.

Are civil offences included in the dashboard?

The dashboard 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 dashboard can be used to filter specific groupings of speeding-related offences and the associated speed limit, where this was recorded (for example, this can be done for TORs, NIPs and Arrest but isn't currently possible to ascertain the speed limit exceeded for offences detected by Community Roadwatch).

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

Some offences do not stipulate whether the offence involved drugs or alcohol use, hence it would be difficult to gain an accurate representation. Where the offence specifies the use of drink or drugs can be ascertained by filtering within the dashboard.

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 significant additional work to further determine the nature of the handheld device causing a distraction.

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.