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Traffic law enforcement and road safety Oct 2014

TfL will use focused enforcement activities and technologies to crack down on illegal and antisocial road user behaviour. This will help build public confidence in the safety of London's roads through policing and enforcement activity that reflects community concerns and has victim satisfaction at its centre.

Safe Streets for London, June 2013

RoadPeace believes that road safety requires greater priority given to traffic law enforcement (TLE) and the justice system to play a greater role in road safety plans. The two tables below summarise recent recommendations made by the London Assembly and Transport for London. RoadPeace contributed to the consultations on the London Assembly's pedestrian safety inquiry and TfL's road safety plans.

In [Feet First](#), their 2014 report on their inquiry into pedestrian safety, the London Assembly made several key recommendations regarding traffic law enforcement and road crime.

Table 1: London Assembly Feet First recommendations

Recommendation 7

We recommend that 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; and
- Installing safety cameras at all the 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 system experience of pedestrian KSIs; and
- Supporting a review of the role of driving bans, fines and vehicle confiscation to tackle dangerous and careless driving.

London Assembly, April 2014

Table 1: Traffic law enforcement in recent TfL road safety plans

Safe Streets for London June 2013	Our Six Road Safety Commitments February 2014	Motorcycle Safety Action Plan March 2014	Pedestrian Safety Action Plan March 2014	Draft Cycle Safety Action Plan June 2014
<p>34. TfL will use focused enforcement activities and technologies to crack down on illegal and antisocial road user behaviour. This will help build public confidence in the safety of London’s roads through policing and enforcement activity that reflects community concerns and has victim satisfaction at its centre. For example by:</p> <ul style="list-style-type: none"> • Stepping up the level of high visibility, intelligence-led police enforcement in London against illegal and antisocial road use (2013 onwards) • Tackling uninsured vehicles and unlicensed driving through supporting police Operation CUBO (2013 onwards) • Making the best use of police and the Vehicle and Operator Services Agency’s (VOSA’s) powers to improve vehicle and driver standards across the commercial vehicle sector (2013 onwards) <p>35. TfL will use the best available data analytics to ensure traffic enforcement is data-driven to deliver reductions in collisions, congestion and secure wider crime reductions by:</p> <ul style="list-style-type: none"> • Using timely, accurate collision and traffic camera data, alongside other data, to focus the enforcement activity of the MPS, City of London Police and VOSA at unsafe vehicles and behaviour at problem places and times, to reduce the risk of collisions and congestion (2013 onwards) • Exploring further the links between dangerous and antisocial driving and more serious criminality and the benefits of roads 	<p>Increase efforts with the police, boroughs and enforcement agencies in tackling dangerous and careless road user behaviour that puts people at risk. We and the Metropolitan Police Service (MPS) will create a new Roads and Transport Policing Command (RTPC) dedicated to policing London’s roads and public transport. With road safety as a core priority, more than 2,340 officers will make the RTPC the largest single police command in the UK. This will give the MPS an unprecedented ability to improve road safety through a flexible and intelligence-led approach to enforcement, education and engagement. Alongside the MPS and City of London Police, we will be data-driven in tackling crime and improving road safety, deploying officers to enforce traffic laws and address dangerous behaviour. With our funding and support, specialist teams will focus on the safety of commercial and heavy goods vehicles, cyclists and motorcyclists</p>	<p>1. TfL will provide funding for a 40 per cent uplift in the activities of the Metropolitan Police’s Motorcycle Tasking Team, part of the RTPC, to further clamp down on illegal and antisocial road user behaviour such as:</p> <ul style="list-style-type: none"> •Speeding •Careless riding •Red light running •Uninsured and unlicensed riding; and •Traffic violations by motorcyclists and other road users <p>4. The Mayor and TfL will work with London’s police to embed the use of Speed Awareness Courses for motorcyclists as an alternative to prosecution, in cases of minor speed infractions.</p> <p>8. Building on the</p>	<p>18. TfL will lobby the DfT for changes in legislation to improve the safety of pedestrians on London’s roads, calling for:</p> <ul style="list-style-type: none"> • A stronger emphasis on pedestrian priority over turning vehicles at side roads in the Highway Code <p>27. TfL and partners will work with the London criminal justice system, coroners, magistrates, Crown Prosecution Service (CPS) and the police to better understand and encourage reviews of procedures and processes relating to road traffic collision involving pedestrian by:</p> <ul style="list-style-type: none"> • Encouraging the police to learn from scene visits and through targeted training to improve the accuracy of 	<p>19. TfL will lobby the DfT to emphasise the prominence of cycling and the safety of cyclists and other vulnerable road users by identifying improvements in the Highway Code and better aligning it with advice from National Standards (Bikeability) training.</p> <p>21. TfL will work with London’s Police and the Driver and Vehicle Standards Agency (DVSA) to increase enforcement of driver and rider behaviour and vehicle safety by:</p> <ul style="list-style-type: none"> • tasking the Industrial HGV Task Force and Commercial Vehicle Unit to take direct action against dangerous drivers, vehicles and operators • encouraging Police to trial waiving cyclists’ first offence Fixed Penalty Notices (FPNs) on condition of attendance at an Exchanging Places/training hub event • providing intelligence about where cyclists face high levels of risk to support the Cycle Task Force’s corridor enforcement programmes and wider regular police enforcement campaigns at key junctions on at least two days per month • supporting the use of alternatives to financial penalties, such as National Driver Offender Retraining Scheme (NDORS) courses (e.g. Capital Cycle Safe). <p>22. TfL will work with the London</p>

<p>policing. Expand joint work between London's police and other enforcement agencies to drive down collisions and crime (2014 onwards)</p> <p>36. TfL will fund an increase in the activities of the MPS's Cycle Task Force and its Motorcycle Tasking Team to improve enforcement against antisocial road user behaviour by all road-user groups, including speeding, careless driving, red light jumping, cycling on pavements, encroachment into advanced stop lines and mandatory cycle lanes, and general traffic violations by:</p> <ul style="list-style-type: none"> • Increasing the number of TfL-funded officers in the MPS's Cycle Task Force by 11 (2013 onwards) • Increasing the number of TfL-funded officers in the MPS's Motorcycle Tasking Team by five (2013 onwards) <p>37. TfL will use its power and influence to seek amendments to legislation so that speed awareness courses can be offered to drivers as an alternative to prosecution for exceeding a 20mph speed limit. This will reduce reoffending by drivers and will require working with central government and the police (2013 onwards).</p> <p>38. TfL will continue its innovative work in understanding and extending the impact of penalties on reoffending. TfL will work with the London criminal justice system, coroners, magistrates, Office of the Traffic Commissioner, Ministry of Justice, Crown Prosecution Service, the police and the Sentencing Council to understand what action can be taken through the promotion of specific technologies, such as alcohol</p>	<p>alongside a London-wide effort by all officers to reduce collisions.</p> <p>The new RTPC will build on the success of Operation Safeway, which mobilised more than 2,500 officers in high-visibility traffic enforcement across London for eight weeks from November 2013 to January 2014. This broke new ground in enforcing the rules of the road and was hugely valuable, exposing and deterring antisocial, illegal and dangerous road use. Its legacy will see more than 1,000 officers mobilised twice a month at collision hotspots. They will be used twice more each month in Operation CUBO (tackling uninsured and disqualified drivers). Alongside the RTPC we will ensure a Community Roadwatch scheme is available to neighbourhoods with concerns about road safety, empowering local people to act against dangerous drivers on their streets.</p> <p>Together with the Driver and Vehicle Standards Agency, we will combat the risk posed by unsafe and illegal commercial, HGV and novelty vehicles, and their operators and drivers. We will</p>	<p>success of Operation Safeway, TfL and the police, through the new Metropolitan Police Service Roads and Transport Policing Command (RTPC), will ensure that future monthly high visibility traffic enforcement operations will target motorcycle safety alongside that of pedestrians and cyclists.</p> <p>9. TfL will work with the police to use alternative disposal schemes, such as the Rider Intervention Developing Experience, instead of issuing penalty charge notices for lower order offences.</p> <p>11. TfL will work with the police to crack down on illegal bikes and riders, as well as cars, forcing them off the road through the ongoing Operation CUBO and other targeted operations.</p>	<p>police recording, this may include considering what other details could be recorded in STATS19</p> <ul style="list-style-type: none"> • Working with coroners to make greater use of Rule 43 reports to highlight solutions that might prevent deaths and recurrent causes of death • Working with the CPS and courts to encourage greater understanding of pedestrian road traffic incidents and encouraging greater use of disposal outcomes such as driving bans <p>28. TfL will continue to work with the police to drive improvements in STATS19 data quality to ensure more accurate collection of data on pedestrian KSIs and to better inform future research into vulnerable road user KSIs.</p>	<p>criminal justice system – the Police and the Courts, to:</p> <ul style="list-style-type: none"> • improve understanding and transparency of enforcement action and the criminal justice response to prevent KSIs • support targeted training to ensure best practice in STATS19 data collection • write to Coroners to ensure optimal use is made of reports by Coroners which highlight solutions that might prevent deaths and recurrent causes of death • working with the CPS and Courts to encourage greater understanding of cyclists road traffic incidents and encouraging consistent and appropriate use of disposal outcomes such as driving bans. <p>28. Together with the Cycle Safety Working Group, TfL will coordinate delivery of this draft plan, by:</p> <ul style="list-style-type: none"> • working intensively with freight operators and industry to improve freight and fleet safety • working with the Police to learn lessons from cyclist KSI collisions at high priority junctions • drawing on intelligence and insight from cycle safety stakeholders and the Police to deliver targeted site-specific enforcement, and engaging with road users to deliver cycle safety messages <p>29. TfL will work with the MPS and CoLP to target education and enforcement to directly improve the safety of cyclists and other vulnerable road users through:</p>
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<p>interlocks, targeted interventions such as Bikesafe, and driver, rider and cyclist awareness courses. TfL will actively participate in the DfT-hosted comprehensive review of how the criminal justice system functions when people are hurt and killed on the roads (ongoing).</p> <p>44. TfL will develop innovative new approaches to monitor risk and road safety performance in London. This will be achieved by augmenting collision and casualty data with information on the journeys made, infrastructure data, and behavioural data to better understand and reduce levels of danger. TfL will continue to work with the police to drive improvements in STATS19 data quality to ensure an insightful research programme (ongoing).</p> <p>51. Using a 'Compstat'-style approach, TfL will create a Road Fatality Review Group, working with partners across London to learn lessons from fatal collisions. This will bring together police, emergency services, road designers and operators, nongovernmental organisations and others to identify changes needed to reduce vulnerable road user death and serious injury.</p>	<p>conduct roadside enforcement and investigations, while offering opportunities for education and working with the Traffic Commissioner to take the most dangerous drivers, vehicles and operators off the road.</p>			<ul style="list-style-type: none"> • increasing the number of police officers in the Cycle Task Force from 39 to 50 • supporting and improving the Roadsafe London online intelligence gathering tool • working in partnership with the MPS to support the activities of recently installed Road Safety Senior Responsible Officers in Borough Police Operational Command Units.
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Sources:

- <https://www.tfl.gov.uk/cdn/static/cms/documents/safe-streets-for-london.pdf>
- <https://www.tfl.gov.uk/cdn/static/cms/documents/safe-london-streets-our-six-road-safety-commitments.pdf>
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