



20's Plenty for the 2020's

Changes in the Urban Street scene in the next 10 years

DS Andrew Cox

Roads and Transport Policing Command

Metropolitan Police

Vision Zero Insight

A new approach to
Roads Policing



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2 The Vision Zero Action Plan

Vision Zero Action Plan is a **plan to 2041** that focuses on **intelligence led action to reduce risk on our streets**, as part of the overall ambition to eliminate deaths and serious injuries on the whole transport network. It is based on three principles:

A fundamental conviction that **loss of life and serious injuries are not acceptable nor inevitable**

Requires **reducing the dominance of motor vehicles** and the targeting of **road danger at source**

Ensuring **road danger reduction** is a **common priority** central to all transport schemes

The Plan follows the **Safe System** approach:

People make mistakes, so the system needs to accommodate human error and ensure impact energy levels are not sufficient to cause fatal or serious injury. The plan contains actions to deliver:



Safe Speeds



Safe Streets



Safe Vehicles



Safe Behaviours



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Vision Zero – Safe Behaviours

To target the riskiest behaviours:

- TfL provides funding each year to the MPS to support transport related enforcement, including **targeted action to make roads safer.**
- **Marketing/communications will give** greater focus to speeding and risky manoeuvres, and tie in with local policing activity.
- **The MPS 3-tiered road danger reduction approach:**



4 New and improved policing & operational activities

Tier 1

New intelligence-led approach to dealing with habitual and high risk offenders

- Highly targeted activity to identify and remove the most dangerous offenders from the roads
- Supported by proactive press and social media activity

Operation Hunter – targeted pan-MPS action against high risk drivers/prolific offenders

- Top 10 -20 high risk drivers
- Examples of high risk drivers are those with a manner of driving likely to cause serious injury / death, wanted on warrant, recent history of dangerous driving or failing to stop, regular drink / drug drive or continued dangerous driving despite intervention / prosecution
- Example tactics – Automatic Number Plate Recognition technology, monitoring individuals, surveillance, home visits, sharing intelligence, marker on police national computer system

Operation Gondola/Venice – operation focused on moped-enabled crime and associated road danger risks

- 10 officers from RTPC working alongside local borough police in key risk areas



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5 Tier 1 - HIGH RISK OFFENDER SERVING AN 18 MONTH PRISION SENTENCE

Jay Langley, 32 from Sidcup was found guilty and sentenced to imprisonment at Woolwich Crown Court on Friday 29 March. He will also be disqualified from driving for three years when he is released.

He was found guilty of:

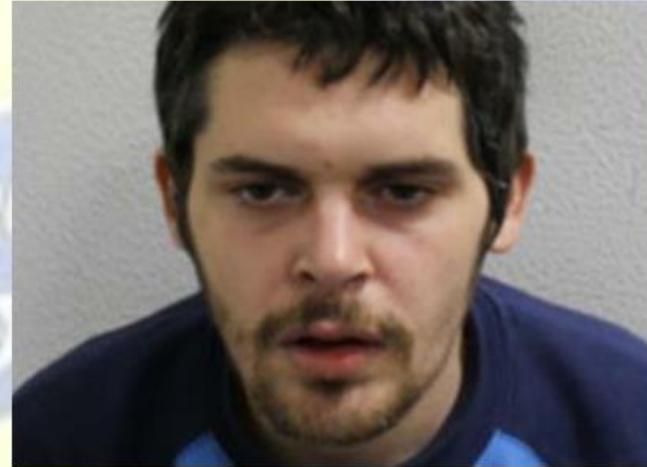
- Dangerous Driving
- Driving whilst disqualified
- Driving with no insurance
- Failing to stop for police
- Possession of class B drug, namely cannabis.

The Met has a priority of proactively targeting High Risk Offenders

**Detective Superintendent Andy Cox
Roads and Transport Policing Command, said:**

“We are committed to identifying, targeting and removing the most dangerous drivers and riders from London’s roads, as part of Vision Zero.

“Langley showed a total disregard for the law, driving a vehicle while disqualified, attempting to evade police, and endangering the lives of other road users, we will use every legal tactic open to us to take these offenders off the roads and end their cycle of re-offending.”



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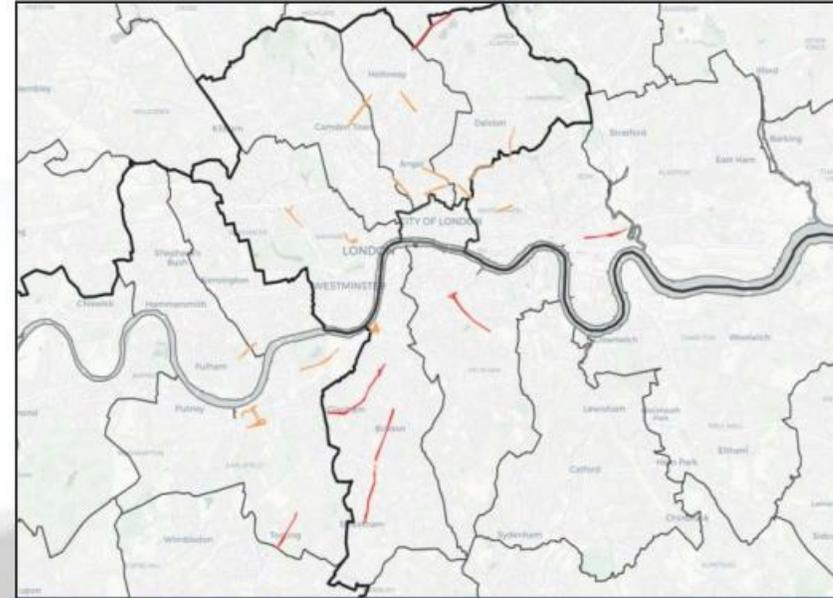


6 New and improved policing & operational activities

Tier 2

Tactical activity at Intelligence-led locations

- Regular Command-wide days and weeks of enforcement action (e.g. mobile phone week)
- Enhanced intelligence and tasking processes to identify riskiest locations for policing and enforcement interventions
- Operation Goldstein – focused TfL led partnership problem-solving locations
- Increased focus on hit and runs – working with the Motor Insurers' Bureau / stakeholders to better understand profile of offenders and target enforcement activity at highest risk groups
- Increased Taxi and Private Hire road safety enforcement including more joint working with DVSA
- Review / trial of innovative and evidenced-based tactics and activity to inform new approach (e.g. Surround the town, Close Pass, unmarked HGV, Exchanging Places in bus garages)



Risk based methodology - priority score is based on number of collisions, collision recency, severity and mode and merged with the vehicle flow on that link. RoadSafe data is also added to this score to take into account community concerns.



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Tier 2 Problem Solving Location Example - A10

- 1050 offences enforced
- 920 speeding offences
- Highest speed 127mph
- 50 vehicles seized
- 34 arrested
- No Road Death



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Tier 2 Problem Solving Location Example - A12

- 900 offences enforced
- 13+ 100mph
- 18 arrests
- 36 vehicles seized

100 most serious offenders:-

- 26 disqualified
- Longest ban 2yrs - Rest minimum 6 points
- Highest fine £1,572
- Average fine £554

Zero fatality or life changing injury collisions



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9 New and improved policing & operational activities

Tier 3 – Randomised deployment

- Increase in safety camera enforcement and revised enforcement strategy
- Increased use of mobile speed enforcement cameras – more intense use of existing 2 vans and making provision for additional vans from Vision Zero funding
- Launch and rollout of Junior Roadwatch scheme, building on success of Community Roadwatch – (working with schools and communities to tackle speeding issues)
- Comms strategy to raise profile of enforcement and risks of getting caught
- Comms and engagement material being produced for roadside enforcement and engagement activity



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10 Junior Roadwatch

Junior Roadwatch is an incredibly impactful initiative which targets speeding concerns near to schools. It's aim is to provide the driver with education, where appropriate, forcing them to consider the potential implications of their actions whilst seeking a change in their behaviour for the future.

Between 2015 and 2017, 1,381 children were injured in traffic collisions while travelling to school in London.

The Metropolitan Police enlist the help of school pupils to raise awareness to motorists of the dangers and implications of speed, encouraging safer driving behaviours. This is particularly important near schools in built up areas with 20mph speed limit.

A risk assessment is completed by a Police Officer prior to any interaction the driver has with pupils. More serious cases of speeding will not form part of the scheme and are still to be punished in the usual manner.



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11 JRW Event – June 2019

Junior Roadwatch was launched in June 2019 with an event in which 30 children participated (3 groups of 10), with 32 vehicles stopped within a 90 minute period. The fastest speed recorded on the day was 32MPH within the 20MPH limit, with one vehicle being seized for no insurance.

A young female driver with two young children in her car, reluctantly participated with the event and engage with the school children (as did all of the days speeders).

The female initially appeared disinterest, being an inconvenience to her and just something she had to do to not get a ticket. The pupils began asking challenging questions including, “Do you know what the consequences of speeding are?”, with one pupil adding, “You could hit and injure one of us”. This clearly changed the female’s whole demeanour, instantly becoming engaged, stating after she visualised one of her own children asking that same question or worse one of her own children being hit by a speeding motorist.

If a police officer was to ask the same questions, it’s a lecture, a telling off, but when a child asks, it makes you stop, think and visualise, creating a far stronger emotion which stays with the driver longer.

This makes the Junior Roadwatch initiative so powerful and impactive, with all interactions ending positive, highlighting the important issue of speeding near schools.



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ANPR - ROAD CHALLENGE

Road Challenge is an enhancement of the existing 24/7 ANPR response capability through providing dedicated ANPR resources deployed within identified top 4 ANPR locations/borough's. These units are deployed by additional ANPR dispatchers at MetCC, all with the overall objective of disrupting criminality and reducing road danger. The officers involved within Road Challenge receive a daily briefing to ensure information/intelligence is kept relevant and current.

- 1,000 vehicles / 750 offenders
- 105 arrests
- 71 vehicles seized
- 15 stolen vehicles recovered
- 87 traffic offences reported



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No Insurance

There has been in excess of 5,000 uninsured vehicles seized by officers over the last 3 months. Within the month of May the MPS seized 1,918 uninsured vehicles on the roads of London.

Officers seized this BMW D6 valued at approx. 135K from an uninsured driver.

Each year thousands of people are killed or injured by uninsured drivers.

Taking these drivers off the road is a fundamental part of road safety.

Drivers can face a minimum of a £300 fine, 6 penalty points and their vehicle seized



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Traffic Offence Public Reporting (Roadsafe)

As well as reporting road traffic collisions online, any road traffic offences corroborated by digital media evidence can be reported on the Met Police website.

www.met.police.uk/dashcam

Reporting of offences was promoted in March 2016, October 2016 and Nov 2018, following implementation of on-line reporting capability and latterly the media upload functionality

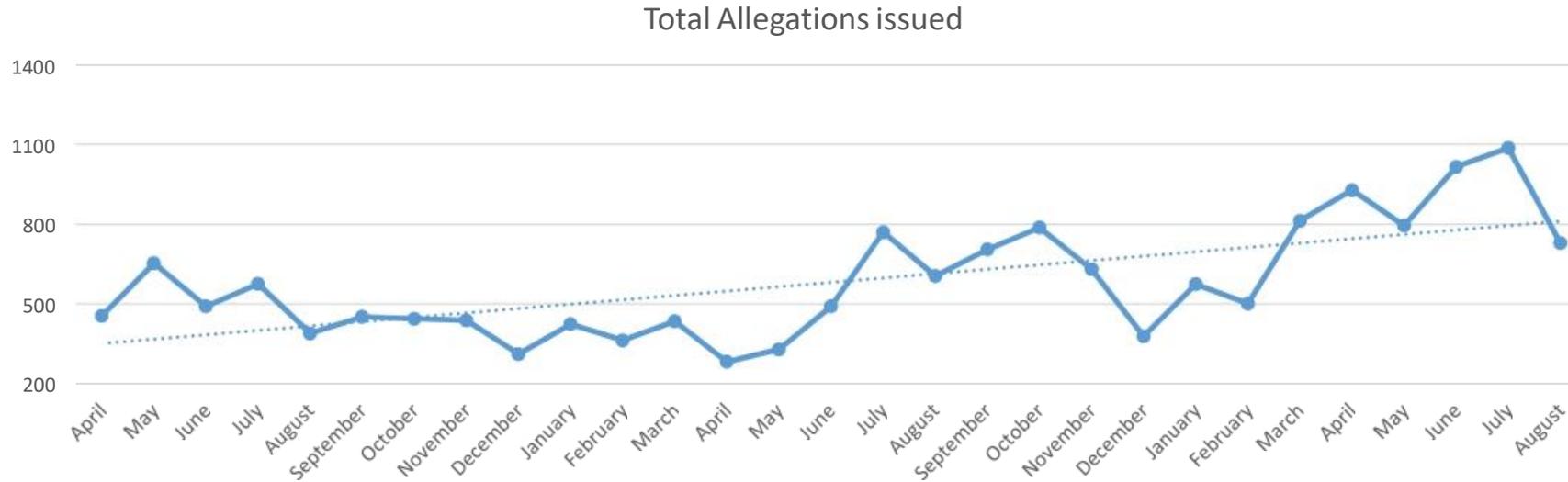
Signs are placed on Vision Zero priority roads, encouraging the public to report dangerous driving they have witnessed at the location and deter drivers. They may not see a visible Police presence but they do not know who may have a dash cam and report their bad driving!



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Traffic Offence Public Reporting (Roadsafe)



	April	May	June	July	August	September	October	November	December	January	February	March
2017/18	455	653	491	575	389	451	444	438	311	424	363	435
2018/19	282	329	491	770	605	705	787	630	378	574	501	813
2019/20	928	795	1016	1087	729							

Speed - Types of Enforcement Activity



On-Street Enforcement

- Roads and Transport Policing Command Officers
- City of London Police Officers
- Handheld speed guns
- Video speed detection equipment
- Mobile safety camera vans
- Flexible resources



Safety Camera enforcement

- 750+ spot cameras on London's roads
- Five average speed systems
- Semi-automated enforcement
- Offences processed by MPS Safety Camera Unit



Community Roadwatch

- Volunteer led scheme
- Available in all London boroughs
- Offenders are sent warning letters
- Repeat offenders are added to ANPR watch list
- Junior Roadwatch due to be launched



17 Speed - Current Levels of Enforcement in London

Speed limit	FY1718 Total	FY1617 Total	Difference
Speed - 20mph	42,771	26,383	16,388
Speed - 30mph	60,163	95,234	-35,071
Speed - 40mph	30,928	10,583	20,345
Speed - 50mph	18,196	7,853	10,343
Speed - 60mph	2,822	17	2,805
Speed - 70mph	837	706	131
Speed - Exceeded for vehicle type	12	18	-6
Red light	19,097	28,747	-9,650
Total	174,826	169,541	5,285



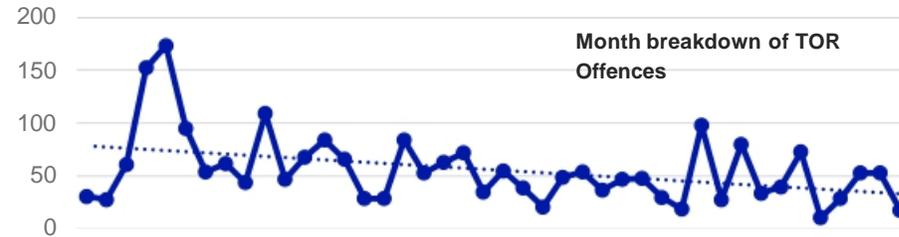
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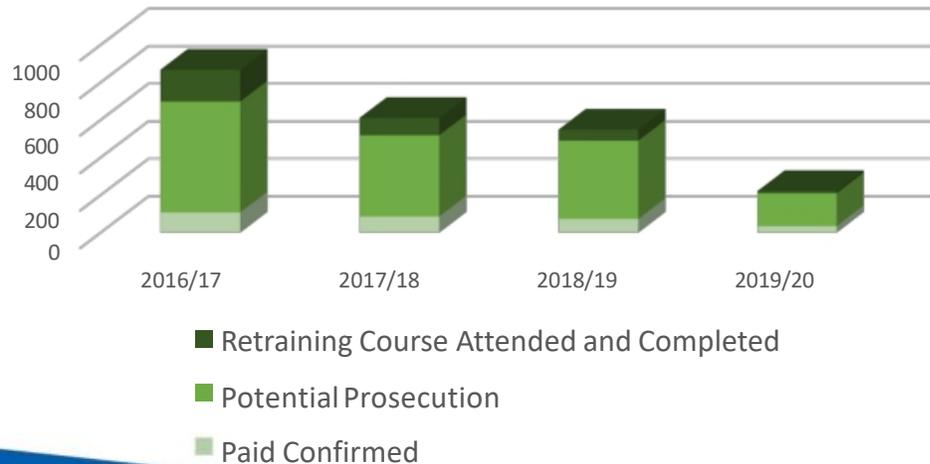
Speed – 20mph Traffic Offence Reports (TORs) London

20mph Offences for Traffic Offence Reports (TORs) - 2016/17 to Sep 2019/20

TORs Offences	Totals	Positive outcomes	% of Positive outcome
2016/17	924	867	94%
2017/18	630	610	97%
2018/19	564	548	97%
2019/20	237	221	93%



Breakdown of Positive Outcomes



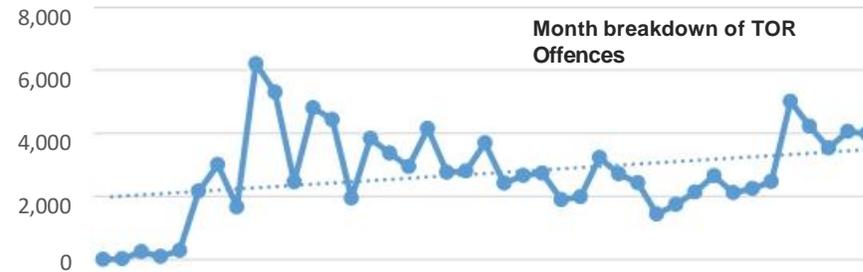
Traffic Offence Report Trends

Full range trend down by 18%
 2 year trend down by 8%
 1 year trend down by 1%

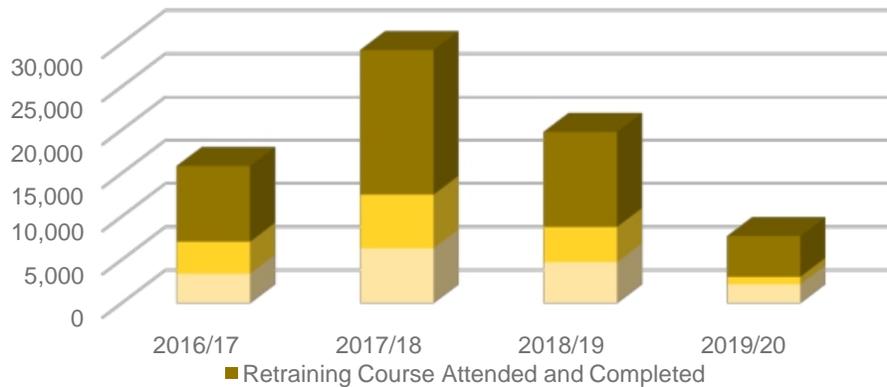
Speed – 20mph Camera Offences in London

20mph Offences for Camera Offences - 2016/17 to Sep 2019/20

Camera Offences	Totals	Positive outcome	% of Positive outcome
2016/17	21501	15838	74%
2017/18	39868	29231	73%
2018/19	27380	19782	72%
2019/20	23302	7742	33%



Breakdown of Positive Outcomes



Camera Trends

Full range trend up by 1%
 2 year trend down by 1%
 1 year trend up by 0.1%

Close Pass Operations

The Cycle Safety Team now incorporate close pass operations as business as usual. These operations utilise a office cycling in plain clothes supported by a uniform motorcyclist, any motorists seen to close pass the cyclist will be stopped where they either receive education or TOR enforcement.

To date in 2019 the cycle safety team have carried out 47 operations.

192 Motorists have been stopped for close passing.

230 ToR's have been issued whilst on close pass operations.

23 Uninsured vehicles have been taken off the road whilst on close pass operations.



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Exchanging Places

- Virtual Reality You Tube Clip
- 4,000 views
- 82 CST presentations
- EU / International feedback



- IAG / Stakeholder Engagement
- Technological Opportunities
- Multi Force support



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- Internal Profile
- Murder v Road Death
- Resource Allocation
- Public Perception



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