

AVZ Briefing - London Vision Zero Enforcement Dashboard: outstanding omissions and inconsistencies

19th September 2025

Key points

- The [London Vision Zero Enforcement Dashboard \(LVZED\)](#) offers up to date information on motoring offence sanctions started by the police.
- But its usefulness is limited as it:
 - Does not provide data at borough level.
 - Combines the NIPs given for public reported offences with warning letters.
 - Shows offences started but not completed (almost half (47%) of speed limit offences were cancelled in 2023).
- **AVZ call: The next London Vision Zero Action Plan should include increasing the transparency and accountability of the police. This would include updating the LVZED with data at the local level, accurate data on public reported NIPs and completed offences.**

Launched in spring 2023, there is much to praise about the LVZED. This includes data being published quickly, with only a few months delay. It also provides speed enforcement offences by speed limit. Thus, it is possible to see how many 20 mph offences have been given. But in the 30 months since its start, it has not improved. Here AVZ highlights three outstanding concerns:

1. Lack of offence data by borough

The LVZED shows data for the Metropolitan Police (Met) and/or the City of London Police (CoLP). So, data is available for the City of London but not for any other London borough. Yet borough data was expected to be presented, has long been promised by TfL, and was previously possible. Prior to the LVZED, TfL published an annual report which included a spreadsheet showing offences by borough. TfL has not published borough offence data since 2019 when it shared data for 2017.

2. Public reported offences—NIPs and warning letters combined

There has been much confusion over the offences reported by the public (i.e. Operation Snap). At present, the LVZED data on public reported offences is the combined total of those resulting in a NIP or a warning letter. But these are two very different outcomes and should be reported separately, as is already done with warning letters from Community Road Watch. The Met is known to have a very low sanction rate with public reported offences—much lower than the West Midlands or West Yorkshire.

3. Offences started—not completed

It is easy to forget that the statistics published refer to sanctions started, not completed. London has an exceptionally high share of speed offences being cancelled. The one million speed limit offences target in the current Vision Zero Action Plan should refer to completed offences, not just those that have been started.

AVZ call

The LVZED needs updating and improving. Borough data should be available for offences. The LVZED should be consistent and clear about how it shows preliminary data on motoring offences detected. There should be an annual reconciliation with a summary report showing offences completed and their outcomes.