

AVZ Briefing - Public reporting and the Metropolitan Police

15 July 2026 update

Key points (2025)

- The 23,000 submissions received was down 10% from the high of over 25,000 in 2024.
- Two offences accounted for three out of every four reports:
 - Careless driving accounted (46%)
 - Use of mobile phone whilst driving (29%).
- But few careless driving reports result in a sanction being recommended (24%); this rises to 46% for mobile phone reports.
- Compared to other large police services, the Met has a low submission and a low sanction rate, especially with careless driving.
- The new [London Vision Zero Action Plan 2](#) priority actions include “*Increase dashcam and helmet camera reporting*” and this should also include increasing the sanction rate.

The Met has recently published [performance data on its public reporting scheme](#), covering from 2023 through to March 2026. Data includes the offence code and description, date, disposal, No Further Action (NFA) reason, month, year, and location, but location can be a road name or just “London”. Fields for vehicle make and model are also included but are almost always “Not Stated”.

Number of submissions and offences (Table 1)

In 2025, the 22,988 submissions received was 10% lower than the 25,441 in 2024 or the 24,733 in 2023. Based on the first quarter of the year, the decrease in reports received looks set to continue.

With some 70 offences in total being reported, two account for almost three-quarters of all submissions (74%). Careless driving accounted for 46% and mobile phone offences 29%. These two offences dominated each of the years in the dataset.

Recommended outcomes (2025) (Tables 2-4)

Disposal refers to the outcome recommended by the public reporting team. NB ‘Sent for court’ does not guarantee it will be heard at court as this will be the decision of the prosecution team.

After excluding those transferred and ongoing, of the 21,715 remaining, the recommended outcomes included:

- One-third of submissions (33%) sanctioned (i.e. FPN paid, retraining course or sent for court prosecution), including 13% being sent for court prosecution.
- With information and advisory letters also included, over half had a positive action (52%).

Careless driving submissions had a lower success rate. Their sanction rate was only 24% so less than one in four resulted in a recommended sanction, including 8% being proposed for prosecution at court. With many reports resulting in an information or advisory letter, the positive action rate was 43%.

Mobile phone reports were more successful, with almost half resulting in a sanction being recommended (46%). Driver retraining courses are not used by the Met with mobile phone reports and 19% were recommended for prosecution. With information and advisory letters, the positive action rate was 71%.

NFA reason

The dataset includes reasons for No Further Action. But in over half, the reason was left blank (55%) whilst “Evidence not met for prosecution” accounted for 33%. With careless driving allegations, the evidence was not good enough in 39% of reports, whilst this was only 21% with mobile phone NFAs.

Comparison with other police services

Despite its size, the Met does not receive as many reports as does the West Midlands Police. The most recent data from the West Midlands Police (Mar-Apr 2026) shows a monthly average of over 2,200 reports, compared to a monthly average of 1,916 for the Met in the first quarter of 2026.

Careless driving reports were again the most common in the West Midlands (38%) but there they had a sanction rate of 47%, almost twice that of the Met. And in West Yorkshire, where half as many reports were received in 2025 as in London, they sanctioned 4,543 careless driving reports, almost twice that of the Met.

Better should be coming

The new [London Vision Zero Action Plan 2](#) highlighted 19 priority actions, one of which was to “*Increase dashcam and helmet camera reporting*”. More was included in the chapter on Safe Behaviours as shown below. And while the commitment to expanding capacity and making it easier to report is appreciated, there also needs to be priority given to improving the sanction rate, especially with careless driving. Dangerous driving did not appear in any of the 80,000 reports in the Met dataset whilst careless driving accounted for over 40% of the reports.

London Vision Zero Action Plan Safe Behaviours

Expanding the reach of police enforcement

Too many Londoners still believe they won’t be caught breaking road traffic laws. To challenge this perception and address poor road-user behaviour, we will expand public reporting capacity, making it easier for people to submit evidence of dangerous driving using dashcams and helmet cameras. This supports a culture of zero-tolerance for reckless behaviour.

While police officers cannot be everywhere, the public can play an important role in identifying risk and supporting enforcement. Intelligence-led policing already targets the highest-risk road users, and public reporting helps to bridge remaining gaps.

With around a third of drivers now using in-vehicle or wearable cameras, there is growing potential to strengthen accountability, remove the most dangerous drivers from London’s roads, and contribute to safer streets and stronger community confidence

Footage submitted online is helping to build a clearer picture of high-risk behaviours, locations and individuals. We want to grow our enforcement capability and make it clear to drivers that unsafe driving will be caught and dealt with. By empowering the public to report dangerous behaviour, we are not only expanding our enforcement reach, we are also fostering a culture where safety is prioritised and risk is rejected.

Table 1: Public reports, Met Police

	2023	2024	2025	Jan-May 2026
All reports	24,733	25,441	22,988	8,921
per month	2,061	2,120	1,916	1,784
careless driving share	40%	48%	46%	44%
mobile phone share	34%	31%	29%	25%

Table 2: Outcomes of all public reports, Met Police

	2023	2024	2025	Jan-Mar 2026
Ongoing	38	57	299	2133
Transferred	1,408	1,144	974	419
NFA	12,301	11,571	10,399	3897
Complied with (Information letter sent)		2,412	978	88
Advisory Letter Issued	3,719	3,478	3,205	1200
Paid Confirmed	2,173	2,139	2,278	485
Retraining Course Attended and Completed	2,062	1,720	2,041	461
Sent for Prosecution	3,032	2,920	2,814	238
Total	24,733	25,441	22,988	8921
Total exc transferred and ongoing	23,287	24,240	21,715	6369
positive	10,986	12,669	11,316	2,472
sanctioned	7267	6779	7133	1272
% positive	47%	52%	52%	39%
% sanctioned	31%	28%	33%	20%

Table 3: Careless driving report outcomes, Met Police

	2023	2024	2025	Jan-Mar 2026
Ongoing	9	7	71	743
Transferred	451	866	612	200
NFA	5,372	6,424	5,615	2,027
Complied with (Information letter sent)		1,099	478	40
Advisory Letter Issued	1,206	1,473	1,346	538
Paid Confirmed	274	282	274	43
Retraining Course Attended and Completed	1,512	1,222	1,243	256
Sent for Prosecution	1,007	905	829	75
Grand Total	9,831	12,278	10,468	3,922
Total excluding transferred and ongoing	9,371	11,405	9,785	2,979
Positive	3,999	4,981	4,170	952
Sanctioned	2793	2409	2346	374
% positive	43%	44%	43%	32%
% sanctioned	30%	21%	24%	13%

Table 4: Mobile phone report outcomes, Met Police

	2023	2024	2025	Jan-Mar 2026
Ongoing	3	12	93	657
Transferred	106	43	38	3
NFA	3,465	2,502	1,886	620
Complied with (Information letter sent)		955	317	26
Advisory Letter Issued	1,557	1,249	1,251	447
Paid Confirmed	1,729	1,638	1,741	376
Retraining Course Attended and Completed	1	2	1	
Sent for Prosecution	1,512	1,414	1,244	102
Grand Total	8,373	7,815	6,571	2,231
Total ex ongoing and transferred	8,264	7,760	6,440	1,571
Positive	4,799	5,258	4,554	951
Sanctioned	3,242	3,054	2,986	478
% positive	58%	68%	71%	61%
% sanctioned	39%	39%	46%	30%