

**Strategic Policing and Crime Board****19 June 2018**

Police and Crime Plan Priority: Strengthening communities and growing the local economy

Title: Transport, Roads Policing and Road Safety

Presented by: Supt Dean Hatton and Chief Inspector Gareth Mason

Purpose of paper

1. The purpose of this report is to present an overview to the Strategic Police and Crime Board on West Midlands Police (WMP) activity and performance outcomes relating to the topic of Transport, Roads, Policing and Road Safety.

Background

2. West Midlands Force Traffic Department continues to adopt co-ordinated activity between traffic officers and neighbourhood-based officers to focus on reducing harm caused by irresponsible road users in the West Midlands. While the scope is broad, it focuses on the areas of greatest concern:
 - Fatal four offences (seat belts, excess speed, drink/drugs and mobile phone use)
 - Uninsured drivers
 - Supporting national roads policing campaigns
 - Cloned and stolen vehicles
 - Management of the most persistent traffic offenders
 - Local identified priorities
3. The West Midlands Force Traffic Department maintains a robust tasking process which enables other police departments and partner agencies to bid for Force Traffic resources to assist with their operations in line with the force's priorities.
4. Force Traffic Officers have been deployed 601 times on 223 tasks in the last 12 months. Whilst the number of tasks has reduced 8% since the previous report, the number of times Force Traffic resources have been deployed on to a task has

increased by 26%; demonstrating the increased use of Force Traffic resources to support longer term issues, such as increases in theft of motor vehicle, rather than one-off tasks, such as the interception of a target vehicle.

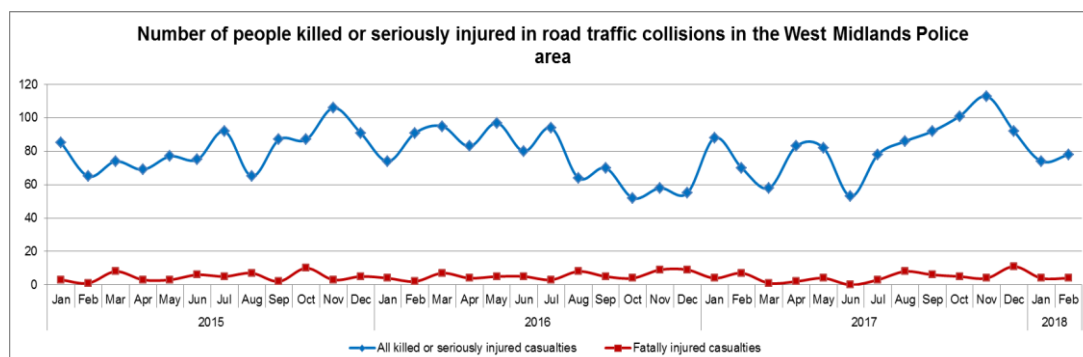
5. Traffic Officers have primarily been deployed via the tasking process to hotspot locations for theft of motor vehicle and burglaries and areas of Birmingham subject to Operation Yawbridge (reducing firearms discharges and gang tensions).
6. Reactive tasking is one of three areas that places demand on Force Traffic Officers. The others being pro-active policing of the roads and responding to serious and fatal collisions, the associated outcomes for each of these areas is reported within this document. Flexibility and efficient use of resource is required between pro-active and re-active activity to ensure all demands are met.
7. The Collision Investigation Unit (CIU) attends all fatal and life changing/threatening road traffic collisions in the West Midlands Police area. In the last 12 months, officers from this unit have attended 187 road traffic collisions and lead the investigation in 148 of these. This is 10 fewer investigations than were reported at the previous Strategic Police and Crime Board (SPCB) in October 2017.
8. The CIU remains on target to be ISO accredited within the required timescale of October 2020.

Safer Roads

Latest KSI Figures

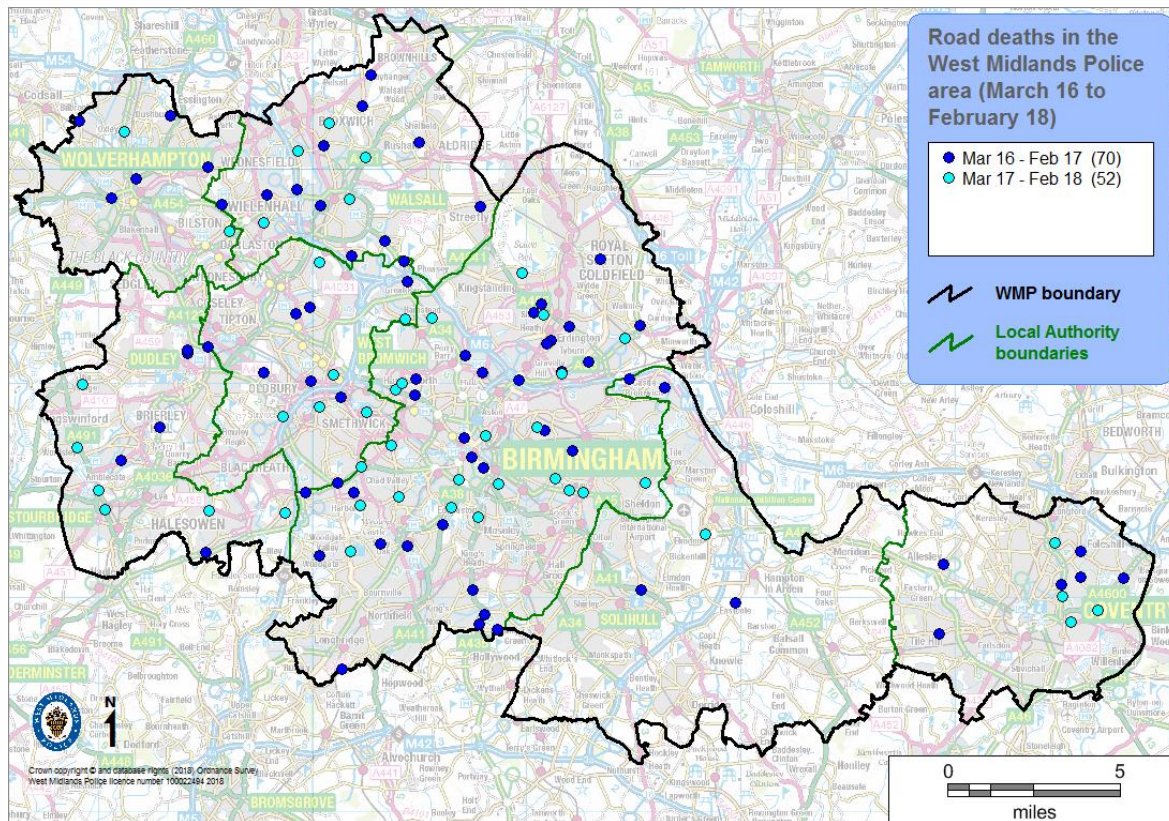
9. The definition of 'killed' and 'seriously injured' (KSI) road traffic casualties is taken from the Department for Transport document 'Reported road casualties in Great Britain':
 - Killed: Human casualties who sustained injuries which caused death less than 30 days after the accident. Confirmed suicides are excluded.
 - Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.
10. 990 people have been killed or seriously injured in road traffic collisions in the last 12 months. This is a 9% increase when compared to the previous 12 months. However, the number of fatalities reduced by 26% when measured for the same period last year; falling from 70 to 52.

11. The last 12 months includes two consecutive months (October and November 2017) when more than 100 people were killed or seriously injured. This is the first time this has occurred since September and October 2006. However, fewer people were killed or seriously injured in the first two months of 2018 compared to 2016 and 2017.



Number of people killed or seriously injured in road traffic collisions in the West Midlands Police area per month

12. There are a number of factors which have resulted in the reduction in road deaths in the last 12 months. The number of fatally injured pedestrians halved from 32 to 16 and the number of people killed in RTCs aged over 56 also halved from 30 to 15. However, fatalities amongst people aged 21 to 35 increased from 11 to 18. There was also a decrease in road deaths across all West Midlands local authority areas in the last 12 months except Dudley where there was an increase from 5 to 6. The biggest decrease was in Walsall – from 11 to 5.
13. The number of fatally injured pedal cyclists remained unchanged in the last 12 months compared to the previous 12 (3). Whilst there was no increase in pedal cyclist fatalities which West Midlands Police welcomes, it is too early to state what impact the close pass work may have had in preventing any increase in pedal cyclist fatalities and we would hope that a decrease in fatalities begins to take shape over the next 12 months.
14. There was one fatal collision on a road covered by average speed cameras in the last 12 months. (Coventry Road, Birmingham). This was a one vehicle collision. This compares to no fatalities on roads covered by average speed cameras in the previous 12 months.



Map showing distribution of fatal collisions 2016/17 – 2017/18

15. To assist with road harm reduction work 20 'strategic KSI routes' have been identified across the West Midlands Police area. These routes are less than 1% of the road network in the West Midlands but 10% of all road traffic collisions resulting in killed or seriously injured casualties occurred in these locations in the last three years.
16. Further analysis is being conducted to establish common causation factors, this will allow Force Traffic Officers, Neighbourhood Teams and road safety partners to focus activity much more efficiently and increase efforts to halt the rise in KSIs.

Enforcement Cameras

17. The financial year of 2017/2018 there were 32,952 speeding offences sent to the Central Ticket Office (CTO) for process. These offences were captured by all cameras within the West Midlands. From those offences 14,865 people attended a Speed Awareness course.
18. The data from the last year's KSI incidents is now being reviewed. This will be used to prioritise deployment locations for the 4 mobile speed enforcement vehicles.

19. See below chart for monthly statistics of speeding offences;

Month	Offences passed to CTO
Apr 17	2133
May 17	3468
June 17	2691
July 17	2590
Aug 17	3040
Sept 17	1928
Oct 17	3047
Nov 17	2918
Dec 17	2271
Jan 18	2795
Feb 18	3376
Mar 18	2695

Road Safety Cameras

20. West Midlands Police, Solihull Local Authority and Birmingham Local Authority attended a scrutiny panel meeting at Birmingham City Council in December 2017. The initial findings of the reduction of speeds on the roads where these cameras were situated were well received, and agreement was given that the pilot should continue at its current level. So far Coventry Local Authority is progressing ahead with their intentions of expanding their camera network and discussions are on-going with the remaining Local Authorities.

Network Resilience

21. West Midlands Police are part of a steering group, led by the Combined Authority, looking into a Regional Integrated Co-Ordination Centre (RICC). The RICC aims to achieve a more joined up approach to urban traffic management by bringing together the seven existing local authority control centres. The steering group meets frequently and is working towards a detailed business case for the implementation of a RICC.

22. West Midlands Police welcomes the opportunity to part of shaping the future co-ordination between agencies across the wider transport infrastructure. Progress of the RICC is being taken account of in terms of the forces own plans for new command and control facilities.

23. West Midlands Police has reached agreement with the Combined Authority to share anonymised data captured by our ANPR infrastructure for traffic management purposes. The data will be separated and scrambled at source by our ANPR management provider. There is no impact on force resources and no private data is being shared. An Information Sharing Agreement is currently being drawn up.

24. In April this year, West Mercia Police withdrew from the Central Motorway Police Group (CMPG) and moved to a different approach to policing their motorways and strategic roads. The remaining CMPG forces (Staffordshire Police and West Midlands Police) implemented a robust incident management process to ensure all calls for service from the public were dealt with effectively, particularly those close to the new borders brought about by the withdrawal.
25. It is unfortunate that those plans were tested days into the new model following a fatal collision on the M5 near to Frankley Services. The response of CMPG to assist West Mercia Police who dealt with this incident was in keeping with normal operating business. There has been no detrimental impact on the work of CMPG since West Mercia Police withdrew its officers.

'Close pass' Operations

26. 'Close pass' operations consist of an officer in plain clothes riding a pedal cycle on roads identified as hot spots for collisions involving pedal cyclists to identify offending vehicles who pass within 1.5 metres of them. A colleague in a police vehicle then escorts the offender on to a nearby site. The driver completes an eyesight test and is given education in relation to how to safely share the road with cyclists.
27. Responsibility for conducting 'close pass' operations is held by the West Midlands Police Road Harm Reduction Team. At present, the Road Harm Reduction Team is conducting weekly close pass operations. This initiative has won praise and awards from across the UK and has been implemented by 16 other police forces.
28. Close Pass is trying to alter driver behaviours and officers hope that motorists subject to it pass on what they have learned to others. So far there have been around 250 interactions.

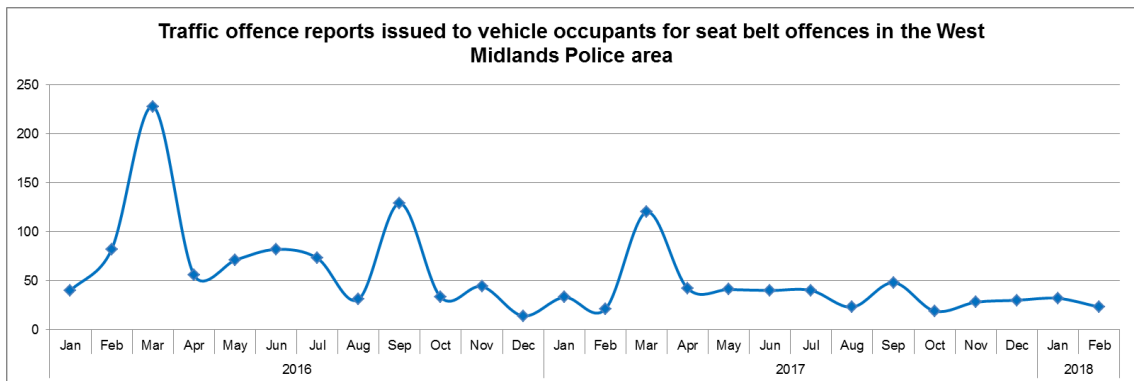
'Fatal Four'

29. WMP continues to focus on the 4 most significant areas that affect the safety of our roads; seatbelts, speeding, drink/drug driving and mobile devices.

Seatbelts

30. 486 vehicle occupants were caught not wearing a seat belt in the last 12 months. This is 22% lower than the figure in the previous report. This is in part due to fewer offences detected during the NPCC seat belt campaign week in September 2017 when 22 offences were detected compared with 104 offences in the same week in September 2016.

31. The below chart shows the number of seatbelt offences for which people were reported;



Traffic offence reports issued to vehicle occupants for seat belt offences in the West Midlands Police area per month

Speeding

32. 2,050 drivers have been issued tickets by officers on patrol for speeding in the last 12 months. This is 26% more than were reported to the SPCB in October 2017 and can be attributed to the work of the West Midlands Police Road Harm Reduction Team in hot spot locations for fatal or serious road traffic collisions and speeding complaints.

33. Work is on-going to identify whether speed was a factor in the collisions that have occurred on the 'strategic KSI routes' (see paragraph 11). This will determine which routes receive more speed enforcement than others. Local authorities provide details of their speeding hot spots areas to West Midlands Police through a monthly meeting hosted by the West Midlands Police Road Harm Reduction Team to which representatives from each West Midlands local authority area are invited. These locations are then considered for enforcement activity by the Road Harm Reduction Team.

34. The below chart shows the number of people reported for speeding per month;

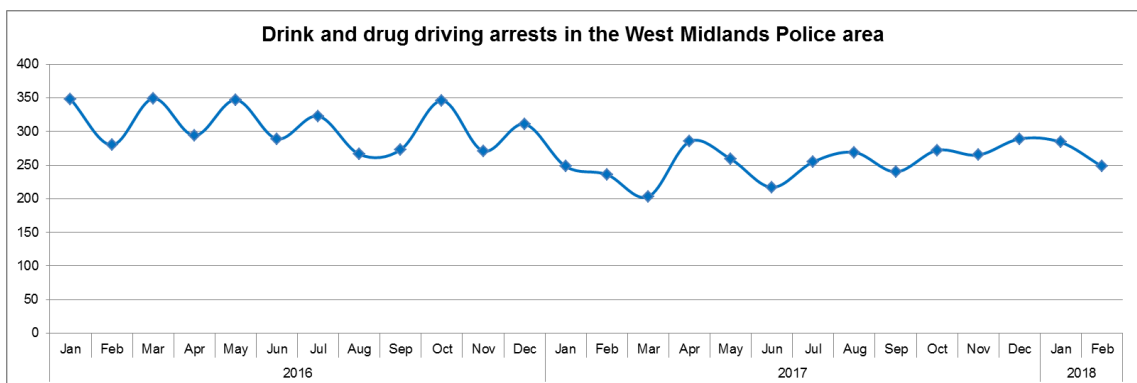


Traffic offence reports issued for speeding offences witnessed by officers on patrol in the West Midlands Police area per month

Drink and drug driving

35. 3,086 offenders have been arrested for drink and drug driving in the last 12 months. This is 5% fewer than during the 12 months up to the previous report. West Midlands Police will be taking part in the NPCC summer drink/drug driving campaign which takes place from 14th June to 15th July to coincide with the football world cup.

36. The below chart shows the number of arrests made for drink and/or drug driving per month;

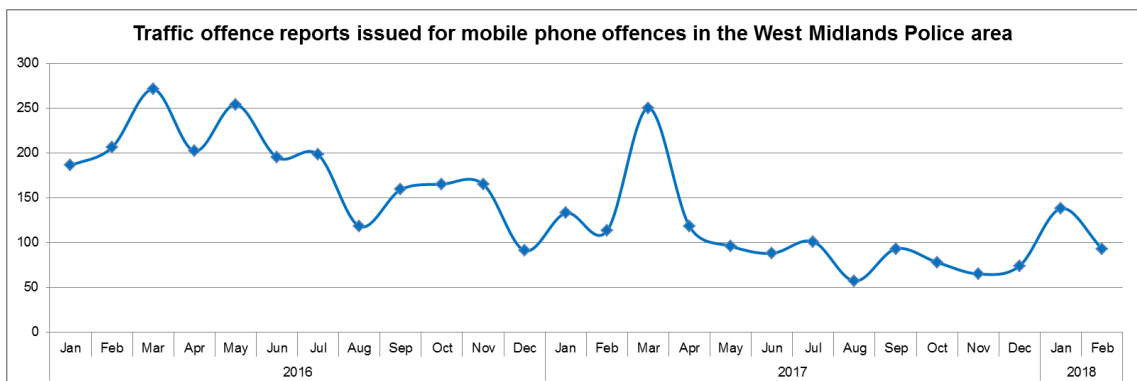


Arrests for drink and drug driving in the West Midlands Police area per month

Mobile phone use

37. 1,251 motorists have been caught driving whilst using a mobile phone in the last 12 months; including 161 in the first week after the fine and points issued to drivers increased to £200 and 6 penalty points. The figure for the previous 12 months is 26% down on that in the previous report. It is not possible to say whether this is because the increased penalty has caused increased compliance.

38. The below chart shows the number of reported persons for mobile phone offences;



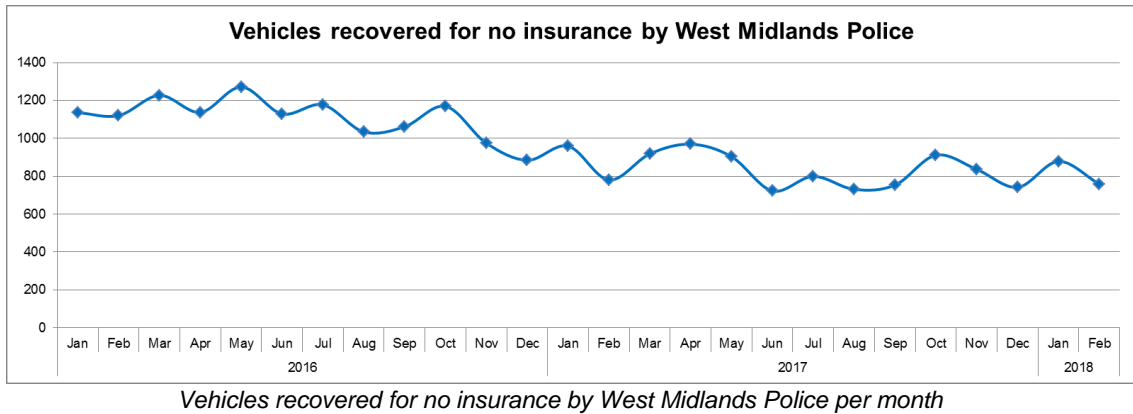
Traffic offence reports issued for mobile phone offences in the West Midlands Police area per month

Uninsured Driving

39. In addition to the 'fatal 4', we also regard uninsured driving as one of the greatest threats to safety on our roads and the people who use them.
40. In the last 12 months, 9,918 vehicles have been recovered by West Midlands Police for being uninsured. This is 23 per cent fewer than were recovered in the previous 12 months but still over 825 vehicles per month.
41. A dedicated no insurance enforcement team was in place during 2016 and disbanded in early 2017, as such a reduction in overall uninsured vehicle seizures occurred. This team has since been replaced in the form of the Road Harm Reduction Team which has much a wider road safety remit but does still include uninsured driving.
42. Officers supported the NPCC's week-long No Insurance Week of Action in October 2017. During this week, 190 vehicles were recovered for being used without insurance.
43. West Midlands Police works closely with the Motor Insurers Bureau (MIB) to tackle uninsured drivers. In conjunction with the MIB, WMP has supported Operation Tutelage – a warning letter programme designed to encourage known uninsured drivers to obtain insurance and avoid enforcement action, designed by Hampshire and Thames Valley Police.
44. Results from our work in collaboration with Staffordshire Police has seen an approximate 80% uptake on insurance following the issuing of the letter, this is a combination of compliance and 'data base lag'. We are currently exploring options to automate much of this process with the MIB. This work will enable us to focus more effort, in an intelligence led way, onto the remaining offenders who do not comply with the request.
45. In February this year West Midlands Police took part in a round table event, organised by the Office of Police and Crime Commissioner, which brought together representatives of the insurance industry and the police to discuss issues concerning uninsured driving and insurance fraud.
46. A number of actions were generated for all attendees which included matters concerning data quality, punishment for offenders, funding for 'nudge' type intervention to increase insured driving (Op Tutelage) and closer public messaging on specific campaigns.

47. Uninsured driving is a complex issue and one which appears prevalent across the force area. No single intervention will solve the problem, this document sets out a number of police led interventions, the most obvious area for police involvement is that of seizing vehicles, however this is time and resource intensive.

48. While we will continue to enforce the legislation and seize vehicles, West Midlands Police welcomes the intervention of the OPCC in drawing together industry experts in an effort to tackle uninsured driving in a more strategic way.



Denying criminals the use of our road network

Seizures and tackling organised crime

49. There has been an increase in the value of drugs seized by CMPG over the last 12 months and cash, but decreases in arrests and the seizure of other criminal assets. However, the previous 12 months includes a single seizure of £3,000,000 worth of counterfeit cigarettes – a haul that wasn't repeated in the last 12 months. These types of incidents (large scale seizures of criminal commodities, whether it is drugs, cash, counterfeit goods or others) are largely determined by the activity of the NCA.

50. The table below shows the value of seizures and amount of arrests made in the last 12 months against the previous 12 month reported at the last board;

	Seized drugs	Seized cash	Other seized criminal assets	Arrests
Mar 16 – Feb 17	£1,175,115	£548,060	£7,097,800	947
Mar 17 – Feb 18	£4,348,435	£567,580	£3,538,700	797

Table showing value of cash, drugs and other assets seized by Roads Policing Officers

Multi-Agency Road Safety Operation (MARSO)

51. The Multi Agency Road Safety Operation (MARSO) gives Neighbourhood Policing Teams a unique tactic in order to concentrate high visibility policing in specific areas. This operation is led by the Road Harm Reduction Team (RHRT) as a tactic to reduce risk on our roads, by removing the vehicles causing or likely to cause the most harm to other road users, while allowing the Neighbourhood Policing Team to address crime spikes, ASB issues or other crime and community concerns.
52. The MARSO uses traffic motorcycles and marked or unmarked cars to spot vehicles that are in poor condition, while also using ANPR or any information markers associated with vehicles. Vehicles are then brought onto a static site, staffed by the Neighbourhood Policing teams, and multiple key partner agencies, who deal with the vehicles and occupants.
53. Key partners include Driver & Vehicle Standards Agency (DVSA), Driver and Vehicle Licensing Agency (DVLA), HM Revenue & Customs (HMRC), Environment Agency, West Midlands Fore Service (WMFS), Court Warrants Officers, Licensing Officers and TyreSafe. This tactic is only effective because of the work done by our key partners and it highlights the impact a joined up approach can have.
54. Jesse Norman MP (Parliamentary Under Secretary of State for the Department for Transport) has recently visited a MARSO in West Bromwich where he saw officers working with colleagues from Sandwell Authority and DVSA. He was also shown Operation Close Pass.

Operations (July 17- May 18)	Vehicles Stopped	TPO10 Issued	PG9's Issued	No Insurance Seizures	Partner Prosecutions	Education	Stolen Recovered	Arrests	NFA
17	507	308	116	92	47	24	4	11	108
% of Vehicle Stops with Positive Outcomes							79%		

Activity and results from MARSO since July 2017.

55. Over 20% of vehicles stopped were not roadworthy and therefore a PG9 (prohibition notice) was issued to lawfully require them to fix the fault on their vehicle.
56. MARSOs are conducted on appropriate check sites either on or near to the strategic KSI routes (see paragraph 11). Alternatively, neighbourhood teams are invited to approach the Road Harm Reduction Team to request a MARSO in their area where they may have a specific road safety, crime or ASB concern that a MARSO may be able to assist in addressing.

Automatic Number Plate Recognition (ANPR)

57. West Midlands Police is investing significantly in ANPR technology over the next 12 months. The force will increase its fixed ANPR camera coverage and upgrade existing infrastructure ahead of the planned migration to the National ANPR Service (NAS) next year. Local public consultation is due to be completed this month. Force Traffic and CMPG vehicles are all fitted with mobile ANPR technology.

Operation Wraithbane

58. Operation Wraithbane is the West Midlands Police response to large gatherings of disorderly motorcyclists causing danger and nuisance on public roads.

59. The Operation Wraithbane team has now charged 48 suspects with public nuisance offences. There are 5 cohorts of defendants all at various stages with the criminal justice system.

60. To date 16 individuals have pleaded guilty, with the main organiser of the event on the 26th June 2016 pleaded guilty on 25th May 2018. Operation Wraithbane have 22 bikes seized and attributed to this incident included in a destruction and deprivation order within the case.

61. The numbers involved in the case so far have been ground breaking in many ways. Firstly Operation Wraithbane has seen the most warrants sworn out in any one sitting, then after the file being sent to the DPP in London for consideration, we have seen the highest number of defendants put before the Crown Court for one case with the defendants having to be split into separate cohorts.

62. Improved Intelligence gathering around this activity is key to prevention. Officers from Wraithbane have visited various neighbourhood teams across the force to cascade knowledge and experience in how to tackle this activity, such as how best to obtain public nuisance warrants through improved intelligence, use of target hardening and the potential deterrent of DNA tagging spray that may be being rolled out in the future.

Street Racing

63. In the last 12 months there have been 3,122 incidents of vehicles racing in the West Midlands Police area. This is 26 per cent less than in the previous 12 months.

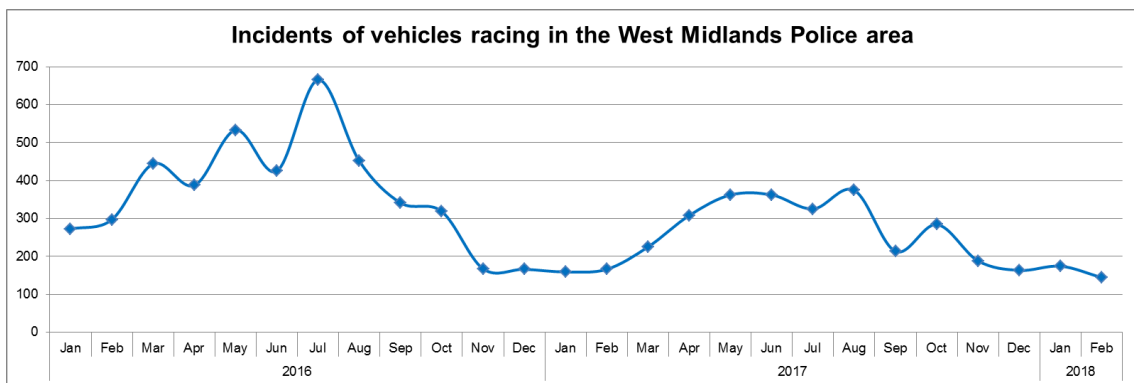
64. The Black Country Car Cruising Injunction has been in force across the Dudley, Sandwell, Walsall and Wolverhampton council areas since February 2015 and is due to expire in February 2021.

65. 23 offenders have been convicted for breaching the Black Country injunction since it came in to force – six since the previous report. A further six drivers are awaiting a court hearing. A three-year extension to the injunction was granted in February 2018.

66. The Birmingham and Solihull Car Cruising Injunctions have been in force in these council areas since September 2016 and are due to expire in September 2019. We saw the first imprisonment for breaching the Birmingham injunction after the individual was stopped by West Midlands Force Traffic Officers in March 2018. They received a 7-month sentence after failing to appear for the original court date.

67. Coventry is the only council area in the West Midlands Police area where car cruising is not prohibited by an injunction. However, as was reported previously, there continues to be no evidence of any significant displacement of car cruising activity in to Coventry due to every other council area in the West Midlands Police area being covered by a car cruising injunction.

68. The graph below shows the number of racing incidents which have occurred in the last 2 years;



Incidents of vehicles racing in the West Midlands Police area per month

Safer Travel

69. The below table shows the Safer travel performance figures summary;

Measure	2016/17 (Apr-Mar)	2017/18 (Apr-Mar)	Percentage change
Total Public Transport	4688	5249	12% Increase
Total Bus Crime	2694	2879	7% Increase
Total Rail Crime	1994	2370	19% increase

70. The below table shows the specific crimes for Bus related offences;

Measure	2016/17(Apr-Mar)	2017/18 (Apr-Mar)	Percentage change
Total Recorded Crime	2694	2879	7% Increase
Common Assault	311	352	13% Increase
Public Order	277	283	2% Increase
Theft from person	238	217	9% Reduction
Criminal Damage	734	787	7% Increase
Robbery	223	248	11% Increase
Violence with Injury	444	450	1% Increase
Sexual offences	96	132	38% Increase

71. Total Recorded Crime did increase but at a lower rate than that observed across the wider West Midlands Police area. Safer Travel actively work to secure and preserve evidence particularly from CCTV which will now expedite and support future prosecutions. In addition, the network is transitioning to contactless payments which will assist in identifying offenders and witnesses to offences as this transition takes place.

72. The offence of common assault consists of a large proportion of spitting incidents against drivers. All drivers have been issued with 'spit kits' to retrieve saliva in such incidents. Safer Travel have been working alongside WMP investigation teams and have made a pledge to conduct initial investigations on ALL reported incidents of spitting including the forensic recovery and submission of the spit kits from garages throughout the West Midlands.

73. Safer Travel have conducted both internal and external press releases and one offender who received a 6 month prison sentence.

74. Sexual offences has seen a 38% increase; Safer Travel actively promote Op Empower on the bus network alongside bus operators and members of the public. Working alongside the Public Protection Unit (PPU), Safer Travel analyst and Intelligence staff, they identify any trends, threats and series of sexual offences, particularly regarding repeat offenders. Safer Travel support PPU regarding CCTV, statements and the arrest of offenders. Safer Travel are currently working with PPU for an offender identified in 3 separate offences.

75. The below table shows the specific crimes for Rail related crime:

Measure	2016/17(Apr-Mar)	2017/18 (Apr-Mar)	Percentage change
Total Recorded Crime	1905	2261	19% Increase
Public Order/ASB	236	369	56% Increase
Theft of passenger property	415	448	8% Increase
Pedal Cycle offences	227	200	12% Reduction
Criminal Damage/Graffiti	187	220	18% Increase
Violence/Common Assault	270	369	37% Increase
Aggression towards staff	9	14	56% Increase
Vehicle Crime	155	259	67% Increase
Robbery	24	28	17% Increase
Sexual offences	57	69	21% Increase

76. Nationally, recorded notifiable crime for British Transport Police (BTP) increased by 18% during 2017/18 compared to the previous financial year. Similarly, WMP recorded an increase of 13.8% over the same period.

77. The rise in vehicle crime has mainly been a result of a series of offences over the summer in which a crime group was actively targeting rail car parks. In addition to this, during February 2018 there was a series of offences mainly in the Canley area attributable to one individual which has impacted further on the figures.

78. Birmingham New Street is the main location for violence and public order offences. A Problem Solving Plan (PSP) was put in place to help tackle the issues at the station. It is worth noting that Birmingham New Street is sometimes recorded for offences committed on trains travelling to the station, this can skew crime levels. However, there has now been an additional 65 officers including armed officers, who will be based at New Street.

79. The Anti-Social Behaviour (ASB) team have yet to issue any public transport based Civil Injunctions. This devolved power will be utilised when appropriate and on a case by case basis. Due to the transient nature of public transport and current offending trends this power has not been enforced by Transport for West Midlands (TfWM).

80. The dedicated ASB team continue to receive reports from members of the public via the 'See Something Say Something' text campaign. This service offers members of the public the opportunity to advise us of ASB they have experienced on bus. From 1st January 2018 to 19th May 2018 340 reports have been submitted directly to the team. Utilising CCTV and impact statements the team continue to issue civil interventions and directly engage with offenders and victims in order to drive down repeat offending. The campaign also successfully engaged with partially sighted and/or blind transport users. Redesigned cards with braille in order to support vulnerable passengers have been promoted and positive feedback has been received.

81. The Restorative Justice scheme continues to grow and show progress in driving down reoffending rates for people aged 10-18 years. During 2017, 54 young people were engaged with, of these 54 only two reoffended. This gave the scheme a 4% recidivism rate and showed an improvement on the previous year of 42 referrals. Tellingly the reoffending offences were not transport related. The scheme also successfully engaged with West Midlands Fire Service in tailored Restorative Justice sessions in order to tackle young fire setters. The scheme has received positive press and media in the West Midlands and nationally.

New Initiatives

Driver Behaviour

82. In order to address the behaviour of drivers who pose most risk on the roads of the West Midlands the Road Harm Reduction Team has launched a pilot scheme which will run for 6 months.

83. Analytical work has identified individuals causing harm on our roads by researching multiple data streams (Collision Data, Ticket Data, and Traffic Offence Arrest Data). Those identified were further researched and split into 3 categories for action, as set out below.

84. *Assist* – Individuals identified as being high risk road users, but are already being managed by Integrated Offender Managers (IOM), will be subject to the implementation of a new scheme, Operation Revoke, whereby officers can seek to have their driving licences revoked by DVLA. This is a disruptive tool for OCG members and individuals hoping to use hire cars to avoid ANPR detection and gives additional control to Integrated Offender Managers around some of the nominals they are managing.

85. *Manage* – Individuals identified as being high risk to road users and are not currently being managed by IOM teams will be managed by the Road Harm Reduction Team (6 individuals during pilot). They will be offered support through Impact Pathways to prevent reoffending and the Case Manager will work closely with identified partners to address the individual's needs. Individuals will be monitored and RHRT officers will enforce any breaches of agreements put in place by the Case Manager using Operation Revoke, and proactive policing.

86. *Intervention* – For the pilot 15 individuals will be identified and offered a behaviour change intervention, consisting of two 2.5hr inputs by the West Midlands Fire Service Casualty Reduction Team. Pre and post course behaviour evaluations will be completed, and the individuals will be monitored for 6 months. At the same time 15 individuals will also be in a control group, not subject to any intervention conditions. Both groups will be monitored for 6 months to see if a reduction in offending occurred.

Those who fail to adhere to the terms of the intervention or continue to offend will be subject to Operation Revoke and proactive policing.

87. Academics have been approached to conduct an evaluation of the scheme but feedback has been that the sample size is too small at this time to conduct a full evaluation. The West Midlands Police Evidence Based Practice Team is engaged with the pilot and an internal review will be conducted in due course.

Operation Top Deck

88. Operation Top Deck is an operation to combat the persistent use of mobile phones by drivers focussing on the 20 'strategic KSI routes' in the West Midlands, as described earlier. This operation is being evaluated by Mobile Engaged; a national project utilising academic work to evaluate police activity around the enforcement of mobile phone offences.
89. *Part 1* - A highly publicised operation in partnership with the Safer Travel Team, Transport for West Midlands, National Express and the West Midlands Fire Service (WMFS). A liveried NX bus will travel along busy arterial routes with 2 members of staff on board and on seeing motorists using their phones whilst driving will film the offence and direct police motorcyclists to intercept the offenders.
90. Offenders will be taken to a pre-determined site where depending on the manner of the offence they will either be educated by WMFS or prosecuted by officers on the site. RHRT officers will work with Neighbourhood Policing teams to replicate this operation on bus routes around their wards, recording evidence on their body cams and prosecuting via a Notice of Intended Prosecution (NIP) or S172 notice (driver identity).
91. *Part 2* - Using the new 3rd party standard of driving digital portal we will ask the public to provide video evidence which will be assessed and where possible used to prosecute offending drivers. This will empower the public to make a positive impact on the reduction of mobile phone use while creating overall driver behaviour change through fear of prosecution, by making this offence socially unacceptable.

Uninsured driving

92. Working with the Motor Insurance Bureau the Road Harm Reduction Team will produce information packs to be given out by Neighbourhood Policing teams in areas identified as having a high density of uninsured vehicles.
93. The packs will be in multiple languages, and explain the requirements by law to hold insurance to drive. It is hoped that this intervention and the work being undertaken by

Operation Tutelage will see an increase in the number of people insuring their vehicles across the West Midlands.

Plan B

94. RHRT officers will deploy to well used motorcycle routes. Officers will stop riders and engage with them to discuss safer rider styles, utilising our Virtual Reality equipment to highlight several scenarios and discuss with the rider what their “Plan B” is if things started to go wrong while riding.

95. Officers will also take an opportunity to discuss rider personal protection kits to highlight the injuries riders may suffer if they are not wearing proper protective equipment, using a partnership approach with West Midlands Ambulance Service (WMAS), WMFS and ROSPA. It is anticipated that this intervention will reduce the risk posed to Motorcyclists and address a growing concern of young rider casualties.

Next Steps

96. The board is asked to acknowledge the work conducted by CMPG, Safer Travel, Local Policing and Operations in relation to the topics described and welcome the PCCs office to review performance again in 6-12months.

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