



Police and Crime Plan Priority: Strengthening Communities & Supporting Economic Development

Title: Safer Travel

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PURPOSE OF PAPER

1. The purpose of this report is to present an overview to the Strategic Police and Crime Board (SPCB) on West Midlands Police (WMP) activity and performance outcomes relating to the topic of roads policing, roads safety and safer travel.

BACKGROUND

2. The Central Motorway Police Group (CMPG) and WMP Force Traffic sit as one wider Roads Policing Department. The focus of the department is to reduce harm caused by irresponsible road users in the West Midlands. While the scope is broad, it focuses on the areas of greatest concern as follows:
 - Prevent death and serious injury on the road network
 - Disrupting organised criminality on the road network
 - Providing a pro-active response in support of WMP priorities
 - Maximising the use of ANPR technology
 - Fatal Four offences (seat belts, excess speed, drink/drugs and mobile phone use)
 - Uninsured drivers
 - Supporting national roads policing campaigns
3. To target road harm, the department has a wide ranging approach. The department reviews its identified road harm locations through collision data to allow effective,

geographic and thematic patrols. The investment in a dedicated Road Harm Prevention Team allows the department to build capability across WMP in working with Neighbourhood Police Units (NPU) to develop schemes such as speedwatch.

4. The department has a strong approach to tackling organised crime on the roads and the Head of Department is the senior officer lead for Operation Cantil – a targeted operation tackling organised vehicle crime.

PART 1 – ROADS POLICING AND ROADS SAFETY

General Performance (including KSIs¹)

5. 911 people have been seriously injured in road traffic collisions in the last 12 months, including 44 fatalities. The total number of killed or seriously injured casualties is 17 per cent less than in the previous 12 months with a 31 per cent decrease in fatalities (from 64 to 44).
6. The number of killed or seriously injured casualties has remained around the average of 82 per month over the last 12 months. However, early indications suggest a significant decrease in serious injury road traffic collisions during the CoVID-19 lockdown period.

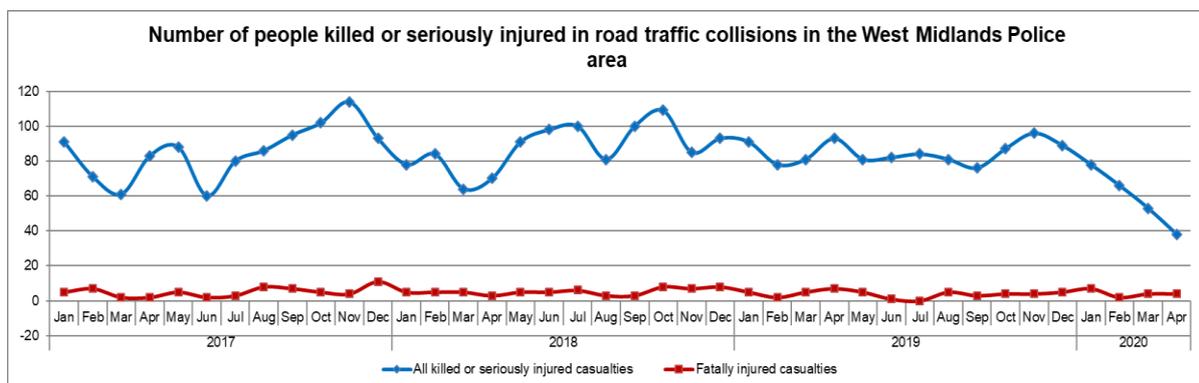


Figure 1. Number of people killed or seriously injured in road traffic collisions in the West Midlands Police area, Jan 2017 – Apr 2020

7. An analytical researcher has been in post since January 2020 for the Road Crash Investigation Project led by the RAC Foundation. The project aims to provide analysis that can inform fresh and better-targeted initiatives to improve road safety.
8. Enforcement activity aimed to reduce KSIs is currently focused on 21 routes in the West Midlands. These locations make up 1.4 per cent of the West Midlands road network but 16.5 per cent of all KSI road traffic collisions occur on these routes.

¹ Killed or seriously injured

General Capabilities (including Collision Investigation and Family Liaison)

9. The second Roads Policing Academy is about to be launched which will effectively test the skills and abilities of applicants in order to identify outstanding officers for both CMPG and WMP Force Traffic Unit. At the centre of this approach is a strong commitment to diversity and inclusion, with extensive work already ongoing with Staff Networks to encourage applications from female and BAME officers in line with the Force's vision for inclusion. With the current spread of vacancies, the Academy process will be utilised to recruit officers for WMP Force Traffic Unit and CMPG officers from West Midlands and Staffordshire.
10. Due to the CoVID-19 guidance, this Academy process will be slightly different but will thoroughly test the candidate's operational policing skills and knowledge via assessment centres, written knowledge test and paper feed exercise. Following this, candidates who successfully complete all aspects of the assessment process will then undertake a structured competency based interview. On appointment, successful candidates will receive a bespoke induction course which will provide them with the skills and knowledge to operate safely in their role. They will also be allocated a dedicated tutor and have six months to complete a comprehensive skills portfolio which will evidence their ability to effectively operate as a Roads Policing Officer.
11. The Serious Collision Investigation Unit has investigated 142 life changing and fatal road traffic collisions in the West Midlands during this period, with our dedicated Family Liaison Team supporting the families from 119 collisions.

Uninsured Vehicles & Drivers

12. 10,475 uninsured vehicles were seized by WMP over the last 12 months, equating to an average of 873 seized vehicles per month, or 1 per hour. This shows an 18% increase compared with the previous 12 months.
13. WMP supported the NPCC 'No Insurance' month of action in October 2019. During this period 915 uninsured vehicles were seized. WMP will be supporting the next initiative which will last for 7 days in November 2020.

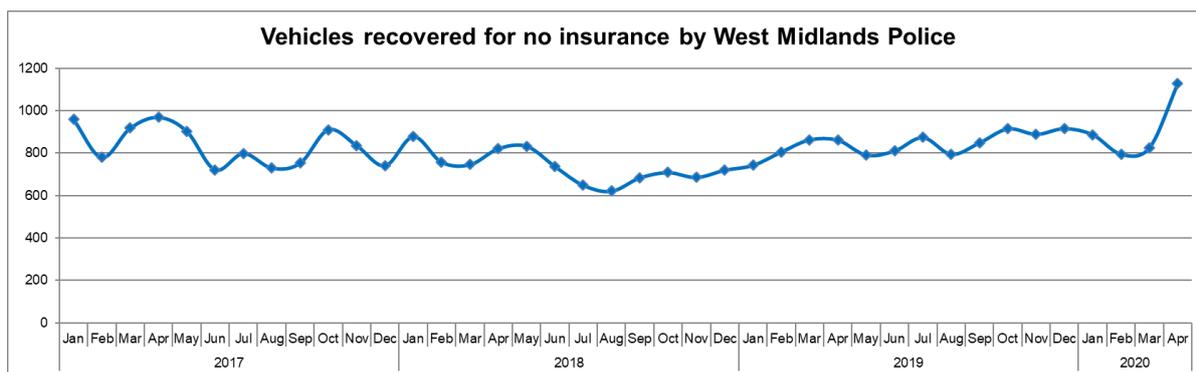


Figure 2. Number of vehicles recovered for no insurance by West Midlands Police, Jan 2017 – Apr 2020

Operation Wraithbane

14. Operation Wraithbane was a post-incident operation, targeting a large number of motorcycles, quad bikes and legal street bikes that took the streets of Birmingham on Sunday 26th June 2016, causing a public nuisance. During the investigation of this ride-out a large number of offenders were arrested and prosecuted and a number of vehicles were destroyed upon successful application to the court. The publicised destruction of these vehicles helped to communicate that this type of behaviour would not be tolerated.
15. Since the June 2016 ride-out, there have been no further large scale anti-social incidents involving motorcycles. The Op Wraithbane team were disbanded in late 2018 leaving in their place a nominated officer acting as a single point of contact (SPOC) and tactical advisor (TACAD) for the Force, assigned to Operation Hercules, the policing response to street racing.
16. There continue to be some isolated incidents involving off-road motorcycles and these are mostly dealt with by Local Neighbourhood Policing Teams. The SPOC/TACAD remains available to advise local teams on the correct approach to dealing with these isolated incidents however, the large scale use of off-road motorcycles has diminished.

'Close Pass' Operations

17. '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, in order 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.
18. Responsibility for conducting 'Close Pass' operations is held by the WMP Road Harm Prevention Team who are conducting weekly 'Close Pass' operations. This initiative has

won praise and awards from across the UK and has been implemented by most police forces in the UK, it is soon to be included in the new Highway Code.

19. 'Close Pass' aims to alter driver behaviour and WMP hope that motorists will share what they have learned with others. The Road Harm Prevention Team use social media to promote the use of the Force third party reporting portal in order for cyclists to submit footage of their own close pass incidents. So far there have been 16 operations, and 125 roadside interactions, which is considerably lower than last year, which is a great indication of the behavioural change taking effect.

Operation Zig Zag

20. The Road Harm Prevention Team have been working in collaboration with West Midlands Police Led Prosecutions and Traffic Investigation Office devising Operation Zig Zag.
21. Operation Zig Zag was designed to protect the most vulnerable road users (pedestrians) at crossing points within the West Midlands. This operation has received national praise for its implementation, and featured in the Department for Transport Road Safety Statement 2019.
22. Officers deploy in high visibility to high profile locations, where collisions have historically been high, or are on the rise. An officer uses a speed detection device to identify speeding offences at the vulnerable location with a further officer in high visibility clothing on the crossing as a visible marker for the motorist and to offer education around safer crossing to pedestrians. Everything is in the driver's favour to see the officers and adjust their speed in good time, prior to reaching the crossing. Those who speed through the crossing are stopped and dealt with for Driving without Due Care and Attention.
23. The courts have widely supported Operation Zig Zag, and it has gained academic interest from Coventry University, who are interested in seeing how the operation can help improve engineering at crossing points.

Operation MOTO

24. Operation MOTO was devised, with the objective of reducing the increasing trend of KSI collisions involving motorcycles, increasing awareness of the vulnerabilities faced by motorcyclists, and increasing the awareness and knowledge of riders around the dangers they pose to themselves.

25. The operation uses a plain clothed police motorcyclist on an unmarked bike, who rides around the most vulnerable locations for motorcyclists, where the majority of collisions occur. When they are endangered by a driver or they witness a driver committing an offence which could potentially endanger a motorcyclist (such as a visual impairment or driver distraction) they call in a marked motorcyclist who intercepts and takes the vehicle to a designated stop site. The driver then receives bespoke education by our partners from the West Midlands Fire Service, Road Casualty Reduction Team.
26. Those individuals who refuse the input or are found to have committed multiple Road Traffic Act (1988) offences (no insurance/licence etc.) are dealt with via TPO10. The input given by the Fire Service has been specifically designed, with a unique evaluation method that has also developed to measure the efficiency of the road side input.
27. Those motorcyclists identified to be endangering themselves, speeding and weaving in and out of traffic or wearing inappropriate personal protective equipment (PPE) are brought to site and given education around their PPE and signposted to various organisations that offer further rider training.

E-Scooters

28. The Road Harm Prevention Team are actively working with key partners in the delivery of a new E-Scooter trial in the West Midlands. This trial will take place at identified town/city centre locations within each NPU across the Force area. The Road Harm Prevention Team will be supporting NPU staff in the promotion of their use, and how to enforce inappropriate use in order to mitigate the risk of serious collision.
29. The E-Scooter trial is set to begin in August 2020 and legislation has been passed to allow restricted use of the scooters, limiting the locations they can be used, and limiting the accessibility of them to licence holders who have to pay a rental fee via smartphone app.
30. The Road Harm Prevention Team will work closely with NPUs, Local Authority, Combined Authority/Transport for West Midlands (TfWM) and national partners to ensure a consistent approach is taken Force wide and nationally.

Fatal Four

Seat Belts

31. 467 seat belt offences were reported by WMP over the last 12 months. This is a 27 per cent decrease compared to the previous 12 months. WMP has recently supported a 2-week national speed enforcement campaign. The full results are yet to be collated.

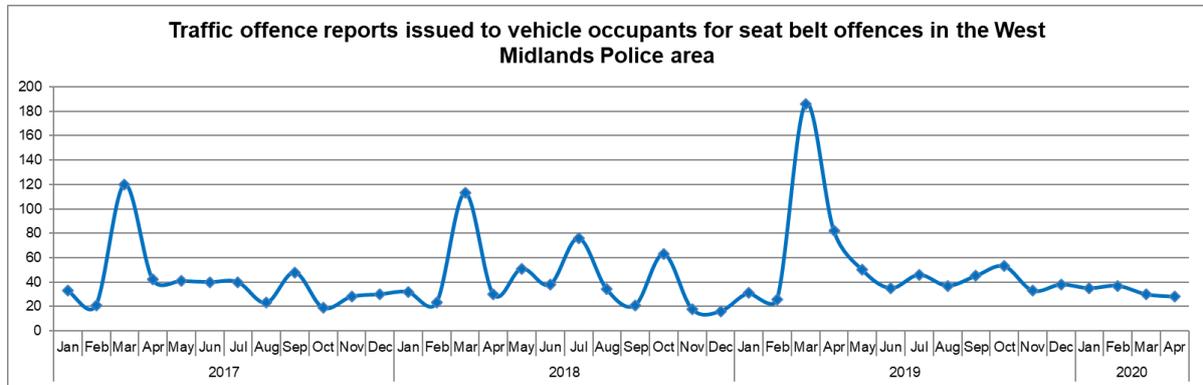


Figure 3. Number of traffic offence reports issued to vehicle occupants for seat belt offences in the West Midlands Police area, Jan 2017 – Apr 2020

Speed

32. 1,958 speeding offences were detected and reported by WMP officers in the last 12 months, which is in addition to offences detected by automated equipment. This is a 40 per cent decrease on the previous 12 months. WMP participated in all national speed enforcement campaigns in the last 12 months with 249 offences reported in the 14-day campaign in August 2019, 524 offences in January 2020 and in May 2020 (results yet to be collated). Operation Clematis was created in April 2020 in response to increased concerns around excess speed on the road network due to lower traffic volumes during the CoVID-19 lockdown period.

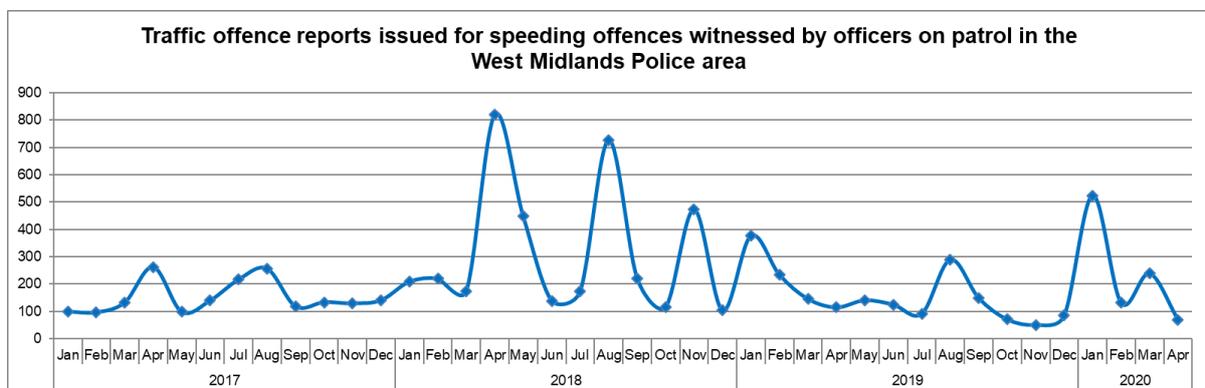


Figure 4. Number of traffic offence reports issued for speeding offences witnessed by officers on patrol in the West Midlands Police area, Jan 2017 – Apr 2020

Tackling Serious and Organised Crime on the Roads

35. Over the last 12 months, roads policing officers based in the WMP area have seized criminal assets from vehicles stopped worth over £26 million, including over £9.3 million worth of drugs and £1.7 million in cash. There have also been large scale commodity seizures whilst working with organisations such as HM Revenue and Customs, the West Midlands Regional Organised Crime Unit and the National Crime Agency as well as the recovery of high value stolen vehicles as part of Operation Cantil.
36. In addition to the recovery of valuable commodities, 154 weapons have been recovered from vehicles stopped by roads policing officers over the last 12 months helping to tackle violence associated with serious and organised criminality.
37. Op Cantil continues as a successful targeting strategy for those involved in organised vehicle crime. This is now part of our core delivery and has been integral to the reductions in car key burglary across WMP.

| Seized drugs | Seized cash | Other seized criminal assets | Arrests |
|---------------------|--------------------|-------------------------------------|----------------|
| £9,303,640 | £1,713,805 | £15,272,945 | 2,630 |

Table 1. Operation Cantil – twelve month performance data

Update on Multi-Agency Road Safety Operation (MARSO)

38. 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 Prevention Team 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.
39. The MARSO uses traffic motorcycles and marked or unmarked cars to spot vehicles that are in poor condition, while also using Automatic Number Plate Recognition (ANPR) for 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.
40. Key partners include Driver & Vehicle Standards Agency (DVSA), Driver and Vehicle Licensing Agency (DVLA), HM Revenue & Customs (HMRC), Environment Agency, West Midlands Fire Service (WMFS), Court Warrants Officers and Licensing Officers. 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.

41. MARSO has been adopted by other Forces and the initiative has been recognised nationally as effective practice.

| | | | |
|---------------------------------------|------------|---|------------|
| <i>Operations (April 19-March 20)</i> | <i>24</i> | <i>Arrests</i> | <i>14</i> |
| <i>Vehicles stopped</i> | <i>419</i> | <i>Tyre Defects</i> | <i>35</i> |
| <i>TPO10 Issues</i> | <i>215</i> | <i>Positive Breath Tests</i> | <i>1</i> |
| <i>PG9s Issued</i> | <i>38</i> | <i>Failed Eye Tests</i> | <i>2</i> |
| <i>No Insurance seizures</i> | <i>52</i> | <i>NFA</i> | <i>74</i> |
| <i>Partner Prosecutions</i> | <i>42</i> | <i>% Vehicle stops with positive outcomes</i> | <i>82%</i> |
| <i>Education</i> | <i>72</i> | | |

Table 2. Activity and results from MARSO since Apr 2019

Safety Cameras

42. For the financial year of 2019/20, there were 70,327 speeding offences sent to the Central Ticket Office (CTO) for process, this is an increase of 9,988 from 2018/2019. These offences were captured by the range of cameras that are in use across the West Midlands (average, variable and mobile).

| Month | Apr 19 | May 19 | Jun 19 | Jul 19 | Aug 19 | Sep 19 | Oct 19 | Nov 19 | Dec 19 |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Offences to CTO | 7267 | 6346 | 4830 | 6278 | 5295 | 5143 | 4704 | 5943 | 5535 |
| Month | Jan 20 | Feb 20 | Mar 20 | | | | | | |
| Offences to CTO | 5579 | 7742 | 5665 | | | | | | |

Table 3. Offences passed to the Central Ticket Office, Apr 2019 – Mar 2020

43. There was a significant reduction of offences processed at the beginning of the CoVID-19 period. This was as a consequence of:

- fewer vehicle movements
- lack of variable speed measures put in place on motorways (as a result of lower traffic volume)
- cancellation of speed awareness courses (an online solution is now available to adhere to CoVID-19 restrictions)
- impacts on the Criminal Justice Services operating the Courts

44. The offence numbers are being finalised but offences are now returning to expected levels.

45. The Birmingham and Solihull project is now in the 4th year of the 5-year pilot scheme. Negotiations are now commencing to determine what service offer will be provided when the pilot ends. Across the duration of the pilot, the 85th percentile has been reduced across the enforcement sites.

46. Coventry initially began with 2 average camera enforcement locations in January 2019. Speed reductions were considerable with one site's 85th percentile dropping from 48.5mph to 33mph. As a consequence, it was agreed to install a further three enforcement locations in the city.

47. The Black Country area (Dudley, Walsall, Sandwell and Wolverhampton) have collaborated and have already installed most of the average speed cameras on their roadways. Due to the challenges introduced through CoVID-19, negotiations are ongoing between local authorities and the Force.

West Midlands ANPR Project

48. We now have only two cameras left to install on the West Midlands project which are based on the A45 in Coventry. We are seeing a significant increase in the number of activations from the system. At the start of the project we were averaging 66,503 hits per day, we are now averaging 91,868 which is a 38% increase.

Midlands Motorways

49. The first phase of the project, which was the updating of 37 cameras across the motorway network has been completed. In phase two, 15 of the 38 cameras have been installed and it is anticipated that this project will be completed by late October 2020.

Network Resilience

50. The CMPG Regional Operations Centre (ROC) continues to work on their partnership with Highways England (HE), ensuring a joined up approach to incidents on the strategic network. An interoperability airwaves channel has been implemented to enable a robust incident management process, preventing delays and 'trapped traffic' utilising CLEAR (collision, lead, evaluate, act, reopen) principles to keep traffic moving.

Impact of CoVID-19 on the Transport Network

51. The current CoVID-19 pandemic presents a significant challenge for the entire world. We are supporting the West Midlands Combined Authority (WMCA) and Transport for West Midlands's (TfWM) approach to CoVID-19 which is based on existing regional response mechanisms, amended existing plans and ongoing daily advice from Public Health England. TfWM have established a 'CoVID-19 Strategic Transport Cell' in order to evaluate the ongoing requirement of transport during the 'recovery' or 're-start' phase. This approach will ensure a co-ordinated, structured response and overview is captured across all appropriate areas of transport. This forum will ensure objectives and policies associated to transport are linked to any regional and national arrangements (e.g. local lockdowns). The forum will provide an overview to the Local Resilience Forum's established 'Recovery Coordination Group', which is chaired by the WMCA Chief Executive. This group will comprise of multiple partners across the region including Local Authorities, Emergency Services, Health Organisations, Government Departments and more.

52. Initially there was a significant reduction in the use of all methods of travel across the West Midlands. There is still limited use of the wider public transport system compared to pre-CoVID-19 however, the use of the road network is slowly increasing and will no doubt continue as the economy and society moves to a new normal.

PART 2 – SAFER TRAVEL

53. WMP do not sit within the RTCC as the current Regional Operations Centre based at Quinton is vital to the policing of the regions motorways. However, WMP have taken part in joint training and, during times of critical need (e.g. the 2019 Christmas rail strikes), have provided support by basing staff within the RTCC. There is also the facility at Quinton for the RTCC to work if necessary.
54. The interim Police and Crime Commissioners Safer Travel Plan has been formally signed off and approved for delivery. Delivery will continue until elections in May 2021. The Safer Travel Plan consists of twenty-five deliverables under five main work streams.
55. The Safer Travel team consists of 10 West Midlands Police Officers and 17 police staff, alongside 7 British Transport Police (BTP) officers, 7 police staff and 5 Special Constables. The team have recently recruited a further two BTP special constables and have attended a West Midlands Police Specials' event to seek transfer Specials.
56. The team are funded through a contribution by the PCC's office (£598,000), West Midlands Combined Authority (£566,500) and National Express (£104,000).
57. Despite being a modestly sized team, the partnership tasking process uses data and feedback from all operators and partners in order to ensure deployments provide the greatest impact.
58. As the current Safer Travel Partnership brand has been in place for the last 11 years, and now sits outside the wider West Midlands transport branding family, design work has been conducted and a new 'West Midlands Safer Travel' brand will be taken forward over the summer. The brand will bring Safer Travel into the wider regional approach and provide a new, fresh and modern look for the future.
59. The latest crime figures show decrease of 0.4% with the previous 12 months across all transport modes. The crime figures are as follows:

| Measure | 2018/19 (Apr - Mar) | 2019/20 (Apr - Mar) | Percentage Change |
|------------------------|---------------------|---------------------|-------------------|
| Total Public Transport | 5749 | 5724 | 0.4% reduction |
| Total Bus Crime | 3071 | 3119 | 2% increase |
| Total Rail Crime | 2678 | 2605 | 3% reduction |

Table 4. Transport crime, Apr 2018 – Mar 2020

| Measure | 2018/19 (Apr - Mar) | 2019/20 (Apr - Mar) | Percentage Change |
|------------------------|---------------------|---------------------|--------------------|
| Total Bus Crime | 3071 | 3119 | 2% increase |
| Common Assault | 374 | 499 | 33% increase |
| Public Order | 391 | 421 | 8% increase |
| Theft from Person | 233 | 221 | 5% reduction |
| Criminal Damage | 626 | 572 | 9% reduction |
| Robbery | 317 | 281 | 11% reduction |
| Violence with Injury | 489 | 503 | 3% increase |
| Other | 491 | 489 | Stable |
| Sexual Offences | 150 | 133 | 11% reduction |

Table 5. Bus crime, Apr 2018 – Mar 2020

60. Crime on the bus network in the West Midlands increased by 2% over the last performance year. Criminal damage, which is the highest volume crime type on the bus network, ended the year with a 9% reduction. There was also a reduction of 9% in robbery offences. The main increase was in common assaults. Within common assaults, almost 30% were spitting incidents, with the majority being against bus drivers. The number of spitting incidents (common assaults) doubled compared to the 2018/19 financial year. This is believed to be partly due to a rise in confidence in reporting following STP Police Team intervention around spit kits and sustained Crime Review Team attention.

61. DNA Spit kits were used for collection of evidence in 50% of incidents. The drivers are trained to use these kits when the evidence is fresh and 31% of those offenders have subsequently been identified. The team will continue to support operators and their safety by targeting offenders who subject drivers to these types of offences.

62. Since the start of the 2020/21 financial year, crime has been significantly lower, in line with the fall in passenger numbers due to CoVID-19.

Anti-social Behaviour Interventions

63. The TfWM leadership team will be presented with a proposal in late July 2020 for approval of funding for three Community Safety Accredited Staff under an agreement with West Midlands Police to enforce nine agreed powers with the aim to:

- Contribute to effective traffic management at West Midlands events as well as planned and unplanned disruptions on the network
- Prevent and deter anti-social behaviour, disorder and crime on the public transport network
- Reassure the travelling public and allow them to travel safely on the network

Civil Interventions

64. Incidents are reported through different sources including the Safer Travel website, calls to customer services and by text to the 'See Something, Say Something' number. Incidents are collated into a single WMCA system and, whilst this does not communicate directly with WMP systems, the Anti-Social Behaviour Team review incidents and record and investigate crimes where appropriate. The multi-disciplinary Anti-Social Behaviour Team have continued to lead on the Safer Travel partnerships use of civil interventions, leading on 557 cases in the YTD 2020. This is from 815 reported incidents of ASB on the public transport network. Taking each of these on a case by case basis, interventions were determined by individual behaviours displayed and an assessment of the most likely intervention to achieve a successful outcome. In 2020 YTD, there has been no reoffending for anybody who has taken part in the Restorative Justice Sessions. Table 6 provides an overview of the interventions led by the ASB team.

| Not Accumulative | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | YTD Total |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| ASB Team Civil Actions Taken 2019/2020 | | | | | | | | | | | | | |
| Verbal warning/Advisory Letter | 13 | 4 | 1 | 23 | 3 | 3 | 8 | 27 | 6 | 10 | 11 | 15 | 124 |
| 1st Stage Warning Letter | 11 | 12 | 19 | 39 | 9 | 9 | 11 | 10 | 9 | 25 | 14 | 18 | 186 |
| Final warning | 7 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 8 | 2 | 1 | 1 | 26 |
| Restorative Justice | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 3 | 3 | 13 | 3 | 34 |
| Acceptable Behaviour Contract | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Acceptable Behaviour Contract Issued with Partners | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Breach of Criminal Behaviour Order | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Breach of Civil injunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civil Injunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Criminal Behaviour Order | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Community Protection Notice | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Community Protection Warning | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total of Interventions used | 31 | 21 | 23 | 67 | 16 | 14 | 27 | 37 | 26 | 41 | 39 | 37 | 379 |
| Monthly Total (Not Accumulative) | | | | | | | | | | | | | |
| No of incident reports | 181 | 171 | 174 | 206 | 166 | 184 | 225 | 220 | 173 | 185 | 208 | 144 | 2237 |
| No of incident reports converted to cases | 87 | 73 | 74 | 89 | 103 | 95 | 121 | 132 | 100 | 111 | 115 | 119 | 1219 |
| % of reported incidents converted to cases | 48 | 43 | 43 | 43 | 62 | 52 | 54 | 60 | 58 | 60 | 55 | 83 | 54 |

Table 6. ASB Team Civil Action, Apr 2019 – Mar 2020

Achieving improvements in public perception of personal safety, passenger engagement and communication

65. The WMCA have invested in a graduate intern. This post is to be continued with the new post holder to be appointed in September 2020, after suitable police vetting. Two new key pieces of work for the new post holder have been identified as:

- Closer working with travel specific community groups
- Identifying and creating 'safer routes to transport'

66. The most recent wave of survey results from Transport Focus has shown that there has been a moderate improvement in passenger perception of personal safety. The areas of concern most commonly cited within the survey were rowdy behaviour, feet on seats and loud music.

67. These are key areas of focus highlighted within the proposed by-laws. While the application to government for bus by-laws was refused in March 2020, an exploration is now taking place to determine whether devolution of powers to the Combined Authority may enable the enactment of the additional powers.

Maximise the benefits from the use of technology

68. The 'See Something, Say Something' text message service has continued to be well used until the impact of the CoVID-19 pandemic, with over 400 reports being taken this year. This service is due to be re-launched later this year to coincide with the new logo for the Safer travel Partnership.

High Speed 2 (HS2)

69. There is a national police response plan to the challenges posed by High Speed 2 (HS2). BTP lead on the overall plan, as directed by the agreement between the Home Office and the Ministry of Transport. There is a memorandum of understanding (MOU) between HS2 and BTP that includes affected regional forces. The MOU defines areas of responsibility and clarifications as to the level of service delivery.

70. HS2 provides a number of challenges to WMP, which are not the same as other forces. In the majority of areas, the policing and management of environmental protest is the main impact on policing services. These occur at ancient woodland sites or areas of unspoiled countryside. For WMP, the route into Curzon Street exploits as far as possible derelict land and former industrial derelict land. However, there is potential for conflict around:

- Residential and business disruption during a prolonged building phase (several years), including noise nuisance and traffic disruption
- Periodic demonstrations outside 2 Snowhill, the HQ for HS2 in Birmingham
- Bespoke infrastructure projects providing opportunities to disrupt the HS2 construction timeline, an example being the weekend closure of the M42 to insert a fly-over required for the interchange station

- Potential for WMP to be called upon to provide mutual aid to neighbouring forces with a persistent protestor presence (Warwickshire)

71. Intelligence relating to community disruption caused by HS2 construction, or disruption caused to HS2 by protestor activity is monitored by WMP's Force Intelligence and a regular threat assessment is produced. Until recently, HS2 work within our Force area have been limited to clearing and scoping activity and archaeological recovery.

72. To manage the interaction between HS2 and WMP, there is an established operations group that meets quarterly and extraordinarily as required.

73. The HS2 Local Operations Groups provide a forum:

- For HS2 and its contractors to provide blue light and other affected Local Resilience Forum (LRF) stakeholders with detail of all HS2 related work in the area to assist in the development of emergency plans and response arrangements
- For HS2 and its contractors to provide detail of their own site emergency plans to assist in the effective response to incidents
- To identify the risks associated with all HS2 work to inform emergency plans and response arrangements
- To assess impact on current emergency response arrangements for the identified geographical areas associated with HS2 activity
- To develop professional relationships between HS2, its contractors and emergency responders, providing well-established LRF frameworks to use in order to effectively respond to incidents and implement post incident processes
- To explore all opportunities to test and exercise plans
- To periodically review plans taking account of local/national guidance and good practice

74. At this time, there are no identified areas of protest within WMP and nothing suggests the organisation of future protest activity. This remains under continuous assessment and we continue to liaise with HS2 concerning construction of the flyover over the M42, near to the NEC site. Once complete, there are no other construction activities within the WMP footprint for the foreseeable future.

NEXT STEPS

75. The Board is asked to note the contents of this report

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