



**Strategic Policing and Crime Board
April 2022**

Police and Crime Plan Priority: Partnership Presentation

Title: Safer Travel and Roads Policing

Presented by: T/Assistant Chief Constable Mike O'Hara

Purpose of paper

1. To provide an overview of performance against the National Crime and Policing Measures in a format to be used as West Midlands Police's official statement on performance and activities undertaken.
2. This statement will be published along with a statement from the Police and Crime Commissioner as well as a Police and Crime Plan KPI scorecard for measures where data is currently available.

Background

3. The Safer Travel Partnership Safer Travel Plan has been signed off and approved for delivery, launched on 17 March 2022. Delivery will continue until March 2024. The Safer Travel Plan consists of 27 deliverables under five main work streams.
4. The Safer Travel team consists of 10 West Midlands police officers and 17 police staff, alongside seven British Transport police officers (BTP), seven police staff, including an analyst and four Special Constables. The team are currently seeking to recruit a further two WMP special constables and have made a promotional video to attract potential recruits. A request to recruit a WMP police staff investigator is currently underway which will be jointly funded by National Express and West Midlands Combined Authority (WMCA).
5. 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).

6. The team is supported by WMP and works in collaboration with WMP tactical intelligence team, which helps ensure seasonal and new crime threats are incorporated into WMP's tasking processes. This in turn allows the team to be considered for support from other resources.
7. During summer 2020, Safer Travel joined the West Midlands transport brand family which includes West Midlands Railway, Bus, Metro and Roads Network. The rebrand enables the partnership to be aligned with public transport partners and was developed with key stakeholders including the West Midlands Police and Crime Commissioner and West Midlands Combined Authority. The new branding has brought consistency to Safer Travel campaigns and communications materials and, was developed to be easily recognisable as being both a transport and policing brand.

Transport Crime

8. Crime statistics for the whole transport network are presented for the past three years to provide a comparable trend against pre-Covid crime levels.
9. **Table 1** indicates that in 2021 bus crime has increased +34.0% ($n = 4,101$) and rail crime has decreased -33.2% ($n = 1,520$) in contrast to 2019 levels.

Table 1: Transport Crime Yearly Comparisons

Recorded Crime	2019 - 2021			
	2019	2020	2021	Trend
Bus Crime	3061	2680	4101	+34.0%
Rail Crime	2275	1468	1520	-33.2%
Total	5336	4148	5621	+5.3%

Notes: Crime data sourced from date recorded. Trend change is calculated between 2019 (pre-COVID) and 2021.

10. Overall, with 5,621 crimes recorded in 2021, the data shows that transport network crime as a whole has risen +5.3% when compared to 2019 figures.

Reasons for Bus Crime Increases

11. Some potential reasons for the increases in crime on the bus network are summarised below:

- Increases due to exiting a national lockdown (attitudes towards crime, police, and policing)
- Victims are reporting more crime to police
- Further third-party crime reports to police
- More ethically recorded crimes than previous years
- Increased crime prevention and reporting campaigns

12. **Table 2** provides a breakdown of crime categories for the bus network.

- Violence Against the Person is the largest category with 1,367 crimes, a +32.8% increase on 2019 data. When disaggregating this category, 53.8% ($n = 736$) are Violence without Injury, 36.8% ($n = 502$) Violence with Injury, and 9.4% ($n = 129$) Stalking and Harassment.
- There were 507 Violence Against the Person crimes listed with *Female* as victim gender. When splitting by crime subclass, 50.7% ($n = 257$) are Violence without Injury, 34.3% ($n = 174$) Violence with Injury, and 15.0% ($n = 76$) Stalking and Harassment.
- The second biggest crime category is Arson and Criminal Damage, with 809 crimes in 2021. In comparison to 2019 crime figures, there has been a +41.9% increase observed.
- Sexual Offences have increased in 2021 with 170 recorded crimes on the bus network, this is a +32.8% rise on 2019 crime statistics.
- In total, 262 hate crimes occurred on the bus network in 2021, which is a +21.3% rise on 2019 levels. The main hate crime category in 2021 was *Racial*, totalling 81.0% ($n = 212$) of all hate.
- Under 25 Violence, excluding domestic violence, recorded 229 crimes in 2021. This is a growth of +6.5% when compared to 2019 figures.
- In 2021 there were 75 crimes against staff, primarily bus drivers, which involved spitting. This is an +8.7% increase on 2019 records.

Table 2: Bus Crime Yearly Comparisons

Recorded Crime	2019 - 2021			
	2019	2020	2021	Trend
Arson and Criminal Damage	570	550	809	+41.9%
Drug Offences	47	21	51	+8.5%
Possession of Weapons	52	39	104	+100.0%
Public Order	419	458	857	+104.5%

Robbery	286	225	272	-4.9%
Sexual Offences	128	99	170	+32.8%
Theft	488	329	410	-16.0%
Vehicle Offences	39	37	51	+30.8%
Violence Against the Person	1029	918	1367	+32.8%
Miscellaneous Crimes Against Society	3	4	10	+233.3%
Total	3061	2680	4101	+34.0%

Notes: Crime data sourced from date recorded. Trend change is calculated between 2019 (pre-COVID) and 2021.

13. **Table 3** outlines a breakdown of crime categories for the rail network.

- Violence Against the Person is the largest category with 392 crimes, indicative of a -14.8% decrease when compared against 2019 figures.
- Public Order is the second biggest category with 301 crimes, representing a -36.4% reduction associated to 2019 statistics.
- Criminal Damage remains a notable crime on the rail network with 293 crimes recorded, with a +12.7% increase in contrast to 2019 levels.
- Sexual Offences have risen in 2021 with 84 recorded crimes on the rail network, which is a +12.0% increase on 2019 crime data.
- Vehicle Offences have the most noteworthy reduction with 61 recorded crimes, which equates to a -72.8% decrease against comparable crimes in 2019.

Table 3: Rail Crime Yearly Comparisons

Recorded Crime	2019 - 2021			
	2019	2020	2021	Trend
Public Order Offences	473	283	301	-36.4%
Route Crime	49	37	39	-20.4%
Theft	456	221	206	-54.8%
Cycle Thefts	220	122	100	-54.5%
Criminal Damages	260	235	293	+12.7%
Violence Against the Person	460	349	392	-14.8%
Vehicle Offences	224	130	61	-72.8%
Robbery	58	38	44	-24.1%
Sexual Offences	75	53	84	+12.0%
Total	2275	1468	1520	-33.2%

Notes: Crime data sourced from date recorded. Trend change is calculated between 2019 (pre-COVID) and 2021.

Transport Anti-Social Behaviour (ASB) Incidents

14. **Table 4** shows that bus ASB incidents have decreased -1.7% ($n = 2,199$) and rail ASB incidents have increased +47.9% ($n = 139$) in comparison to 2019 levels.

- On the whole, with 2,338 ASB incidents recorded in 2021, the data outlines that transport network ASB incidents have increased slightly +0.3% in contrast to 2019 statistics.
- The main ASB incident types in 2021 consist of Rowdy/Disruptive Behaviour ($n = 984$), Alcohol Related Behaviour ($n = 162$), Smoking/Vaping ($n = 161$), Littering ($n = 151$), Missile Throwing ($n = 133$), Vandalism ($n = 96$), and Drug Use ($n = 92$).

Table 4: Transport ASB Incidents Yearly Comparisons

Recorded Crime	2019 - 2021			
	2019	2020	2021	Trend
Bus ASB	2238	1439	2199	-1.7%
Rail ASB	94	91	139	+47.9%
Total	2332	1530	2338	+0.3%

Notes: ASB data sourced from date recorded. Trend change is calculated between 2019 (pre-COVID) and 2021.

15. In July 2021 Safer Travel launched their Violence and Intimidation Against Women and Girls (VAIWG) Tactical delivery plan alongside WMP Public Protection Unit.

Anti-Social Behaviour Interventions

16. Safer Travel Partnership ASB Policy and Procedure documents have been developed during 2021 and were published in March 2022. These documents provide a consistent approach to how the Safer Travel ASB Team will receive and then deal with all reports of ASB on the public transport network based on THRIVE principles.

17. WMCA have recruited three Community Safety Accredited Staff under an agreement with West Midlands Police with the aim to:

- 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
- Contribute to effective traffic management at West Midlands events as well as planned and unplanned disruptions on the network

18. These accredited staff are called Transport Safety Officers (TSOs) and have, following the required training and local procedure inputs been out patrolling the transport network across the West Midlands since June 2021. The primary role of the TSO's is to provide a visible presence on the Public Transport Network in the West Midlands, providing good Customer Service to staff and passengers, to tackle low level Anti-Social Behaviour and improve the perception of safety for users of the transport network. The approach followed by the TSO's can be summarised as Engagement, Explanation, Encouragement and where necessary Enforcement.
19. All Transport Safety Officers (TSOs) deployment have been driven by issues identified via the Safer Travel Tasking process held monthly and the TSOs have weekly patrol sheets focusing on key routes and locations, and have the flexibility to respond to emerging trends identified by partners.

Civil Interventions

20. 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 (see below **point 28**).
21. 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 as set out in the Safer Travel ASB Policy and Procedure documents referenced above.
22. There is a Civil Interventions model where each matter is risk assessed on a case by case basis. Interventions are determined by individual behaviours displayed and an assessment of the most likely intervention to achieve a successful outcome. In the majority of cases where the offender is provided an intervention (supported in many cases by educational inputs) re-offending is rare and do not escalate along the Civil Interventions model.
23. In the table below, it shows Civil Interventions used by the team. There is no evidence of reoffending for those who have taken part in the Restorative Justice Sessions. To support this further and to look to increase the number of Restorative Justice sessions undertaken, National Express has agreed to fund staff training in Restorative Justice at a cost of £2500.

24. **Table 6** provides an overview of the interventions led by the ASB team between 2019-2021.

ASB Data and Civil Interventions			
	2019	2020	2021
Verbal Warning / Advisory Letter	150	81	460
First Stage warning letter	376	146	96
Final warning letter	51	5	15
Restorative Justice meetings	48	25	9
Other interventions *	74	1	1
No of incidents reported	2332	1530	2338
No of Cases created	1102	1009	958
* includes Criminal Behaviour Orders, Community Protection Warnings and Notices, Acceptable behaviour contracts			

Table 6

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

25. The WMCA have continued to invest in a graduate intern. Key pieces of work identified as:

- Closer working with travel specific community groups – similar to a Street Watch scheme
- Identifying and creating ‘safer routes to transport’
- Projects identified post Commonwealth Games

26. Recent feedback 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. Data from a customer satisfaction survey of bus users for Q3 – 2021/22 reported 74% of bus users were either satisfied or very satisfied with their personal safety whilst on the bus with 15% being dissatisfied or very dissatisfied with their personal safety whilst on the bus.

27. These are key areas of focus highlighted within the by-laws that were made in January 2022. Following this success, a letter has been sent to West Midlands Police seeking Chief Constable approval to allow the Transport Safety Officers to enforce these byelaws as part of their tour of duty. A process has started with Legal departments in WMP and WMCA on how the enforcements of the byelaws can be achieved.

Maximise the benefits from the use of technology

28. The 'See Something, Say Something' text message service was re-launched in April 2021 with a new number 81018 and keyword 'SeeSay' to report ASB on the bus network to compliment the 61016 number used by BTP. Since its launch there have been 2400 reports made using the new number.

Central Motorway Policing Group (CMPG)

Background

29. Roads Policing in the region is led by Central Motorway Policing Group who comprise a regional motorway policing team of West Midlands and Staffordshire officers and staff and West Midlands Force Traffic.

30. The mission of the department is currently being refreshed to ensure that it meets the new NPCC 2022-2025 Roads Policing strategy and will be presented to WMP Force Executive Team and oPCC in due course. The current mission is "Working in partnership to create safe and secure roads". 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

31. To target road harm, the department has a wide-ranging approach. Road harm locations are reviewed and identified through collision data to allow effective, geographic and thematic interventions. The investment in a dedicated Road Harm Prevention Team allows the department to build capability across WMP while working with Neighbourhood Police Units (NPU) to expand schemes such as speedwatch.

PART 1 – ROADS POLICING AND ROADS SAFETY

General Performance including KSIs (Killed or Seriously Injured)

32. 916 people have been seriously injured in road traffic collisions in the last 12 months, including 46 fatalities. The total number of KSI casualties is 11% more than in 2020, but 10% less than 2019. There was a 9% decrease in fatalities compared with 2020 (from 51 to 46).
33. There have been monthly variations in the number of KSIs in road traffic collisions over the last two years, in line with CoVID-19 lockdown restrictions and when traffic volumes reduced. As restrictions eased in 2021, the KSIs returned to around the average of 80 per month.

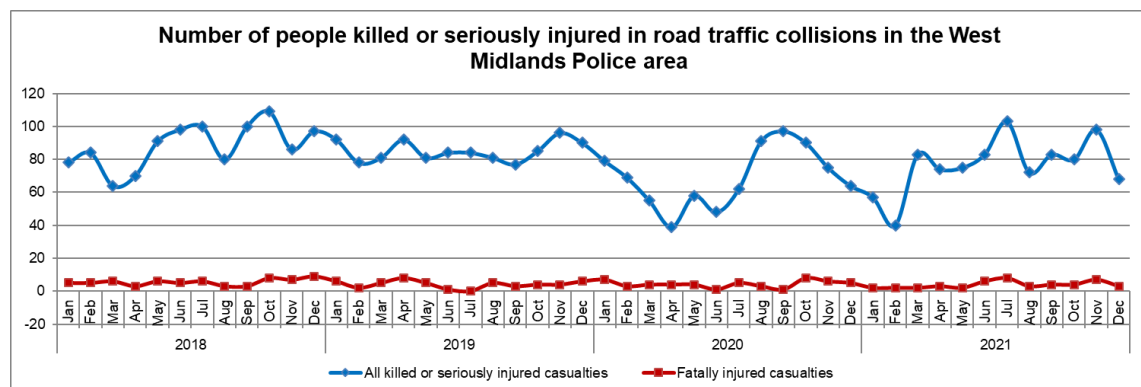


Figure 1. Number of people killed or seriously injured in road traffic collisions in the West Midlands Police area, Jan 2018 – Dec 2021

34. Enforcement activity aimed to reduce KSIs is currently prioritised on 10 routes in the West Midlands. These locations make up 0.58% of the West Midlands road network but 8% of all KSI road traffic collisions occur on these routes.
35. The Serious Collision Investigation Unit has investigated 96 life changing and fatal road traffic collisions in the West Midlands during this period, with our dedicated Family Liaison Team supporting the families from 93 collisions. The remaining three cases were in relation to a medical episode collision which did not require FLO support.

Uninsured Vehicles & Drivers

36. 9,567 uninsured vehicles were seized by WMP during 2021, equating to an average of nearly 800 per month, or just over one per hour. This is a decrease of 15% compared to 2020. The trend for the rate of seizures appears to map closely against periods of high demand within the organisation.

37. WMP supported the National Police Chiefs Council (NPCC) 'No Insurance' week of action in November 2021. During this period 169 uninsured vehicles were seized across the WMP area. There will be another initiative in November 2022.
38. Operation Tutelage is where West Midlands Police work alongside the Motor Insurance Bureau (MIB) to trace those who are breaking the law and encourage them to get insured. Letters are sent out on behalf of WMP by the national Operation Tutelage team to registered keepers of vehicles (where information the force holds suggests the vehicle has no insurance). These letters advise them to get insured or risk having their car seized. 18,308 letters were issued in 2021, with 58.7% of those vehicles found to be insured after 35 days of receipt of this letter.

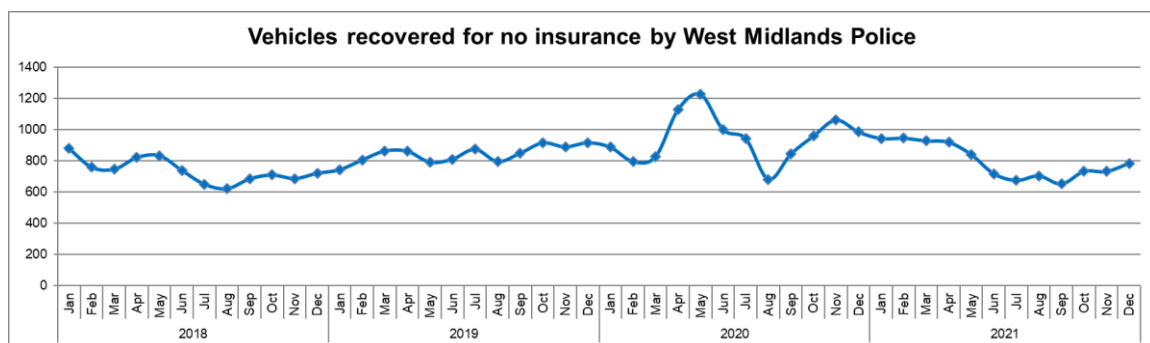


Figure 2. Number of vehicles recovered for no insurance by West Midlands Police, Jan 2018 – Dec 2021

Close Pass Operations

39. Operation Close Pass consists 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.
40. Responsibility for conducting 'Close Pass' operations is held by the WMP Road Harm Prevention Team who are conducting weekly operations. This initiative has won praise and awards from across the UK and has been implemented by most police forces. This operation is an important step towards changing driver behaviour to be in line with the new Highway Code and support the move to green transport options in our region.
41. Operation 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's 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. This spring will see a renewed focus on this activity, particularly in the approach towards the Commonwealth Games.

42. Work is ongoing with the Citizens in Policing team to explore how volunteers can be incorporated into Operation Close Pass to increase the impact.

Operation Zig Zag

43. The Road Harm Prevention Team have been working in collaboration with West Midlands Police Led Prosecutions and Traffic Investigation Office devising Operation Zig Zag.
44. 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.
45. Officers are deployed into vulnerable locations with high visibility equipment, where collisions have historically been elevated, or are still increasing. Speed detection devices are used to identify speeding offences with education offered to the motorists around safer crossing for pedestrians.

Operation Moto

46. 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.
47. The operation uses plain clothed police motorcyclists on unmarked bikes, who patrol 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 the vehicles are intercepted and the driver receives bespoke education by partners from West Midlands Fire Service and Road Casualty Reduction Team.
48. Operation Moto is beginning to receive national attention with both the Metropolitan Police Force and Greater Manchester Police Force observing how the operation is conducted with a view to implementing into their force.

E-Scooters

49. The Road Harm Prevention Team are continuing to work with key partners in an E-Scooter trial in the West Midlands. This trial has taken place at identified town/city centre locations within each NPU across the Force area.
50. The E-Scooter trial began 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 to licence holders only who have to pay a rental fee via a smartphone app.
51. The Road Harm Prevention Team 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.
52. The implementation of the E-Scooter trial has seen an increase in privately used scooters being purchased and illegally ridden on our roads. The Road Harm Prevention Team has devised interventions in order to tackle this, with a view to not criminalising riders, instead opting to only prosecute those who are committing aggravated offences.
53. During 2021 there were 21 collisions in the WMP area involving E-Scooters in which people were seriously injured, compared with eight during 2020. This figure includes one fatality. 14 of the collisions involved a vehicle and an E-Scooter and three involved pedestrians being injured. The rider was at fault in 16 of the incidents.
54. There were approximately 226 logs relating to complaints and reports of anti-social use of E-Scooters in 2021. Further to this, there were approximately 652 crimes where E-Scooters were mentioned. This includes crimes where E-Scooters have been used, stolen or targeted. A total of 210 were seized in the WMP area.
55. During June 2021 a month of action focussed on E-Scooters and reinforcing the message that the illegal and inappropriate use of them will not be tolerated. 63 E-Scooters were seized during the month.

Fatal Four

(1) Seat Belts

56. Nationally, 25% of those killed on the roads were not wearing seatbelts. 811 seat belt offences were reported by WMP during 2021. This is a 13% decrease compared to 2020. WMP supported a two-week national seat belt enforcement campaign in May/June. 108 offences were reported during the campaign in the WMP area.

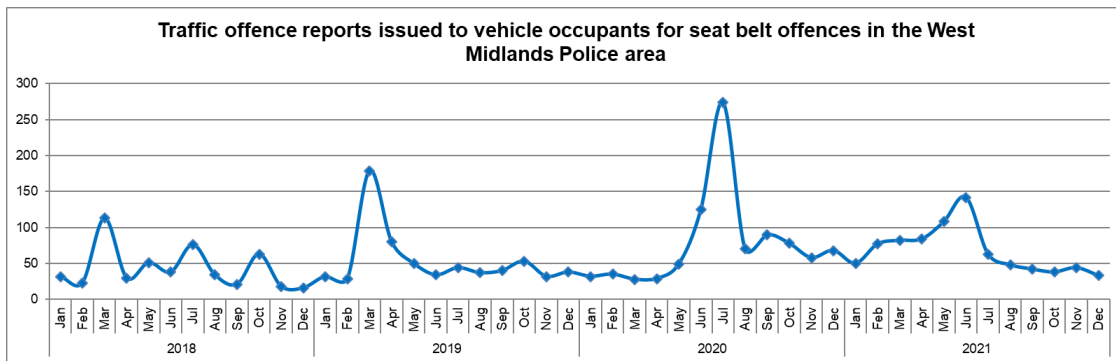


Figure 3. Number of traffic offence reports issued to vehicle occupants for seat belt offences in the West Midlands Police area, Jan 2018 – Dec 2021

(2) Speed

57. 3,270 speeding offences were detected and reported by WMP officers during 2021 which is in addition to offences detected by automated equipment. This is a 19% increase on the previous 12 months. WMP participated in the national speed enforcement campaign during July/August, and during the two-week campaign 484 offences were reported.

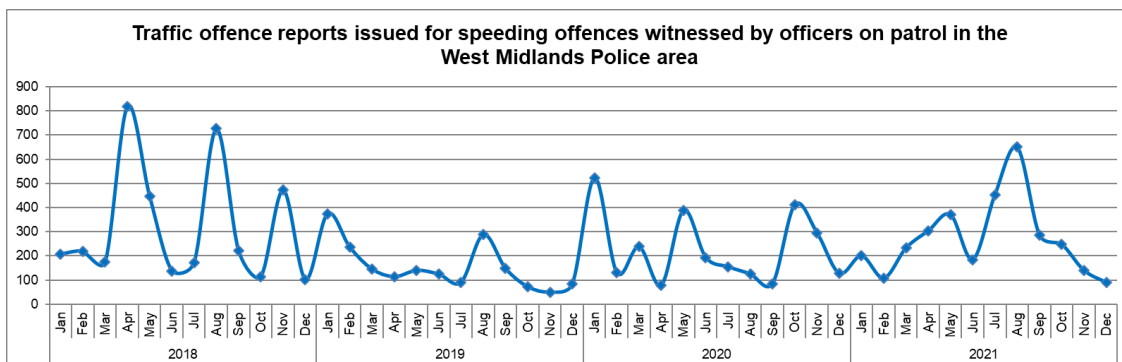


Figure 4. Number of traffic offence reports issued for speeding offences witnessed by officers on patrol in the West Midlands Police area, Jan 2018 – Dec 2021

(3) Drink and Drug Driving

58. 2,732 drink and/or drug drivers were arrested by WMP in 2021 which equates to one every 3 hours. This is a 1% decrease compared to 2020. WMP took part in the national week-long summer drug driving campaign in August, and the month-long drink/drug driving campaign during December. The summer campaign resulted in 11 arrests (drug driving) and the Christmas campaign recorded 338 arrests (drink and drug driving). WMP will be participating in similar national campaigns this year.

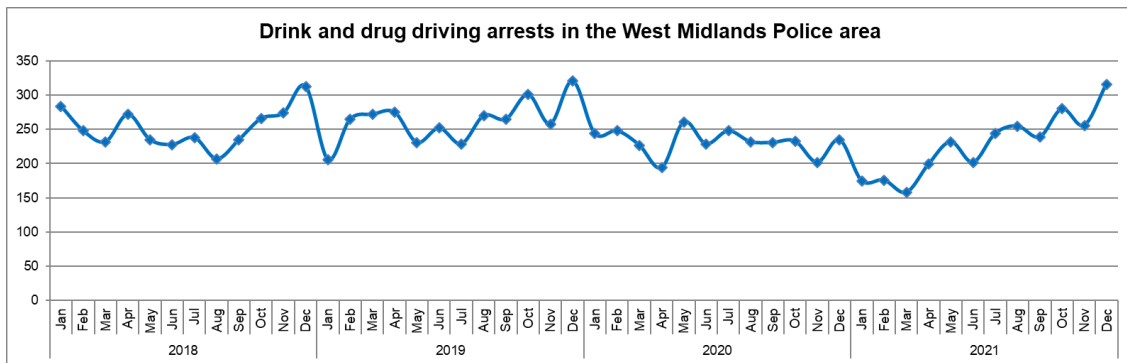


Figure 5. Number of drink and drug driving arrests in the West Midlands Police area, Jan 2018 – Dec 2021

(4) Mobile Phone Use

59. 1,242 drivers were reported for using a mobile phone whilst driving, or not being in proper control of their vehicle during 2021. This is a 15% increase compared to the previous 12 months. WMP supported the national mobile phone enforcement campaigns in February 2021, during which 77 offences were reported. In March 2022 the law will change, making it a smoother process to prosecute people illegally using their phone at the wheel by making almost any use of a handheld mobile phone behind the wheel illegal. It is highly likely this will result in an increase in the number of offences detected.

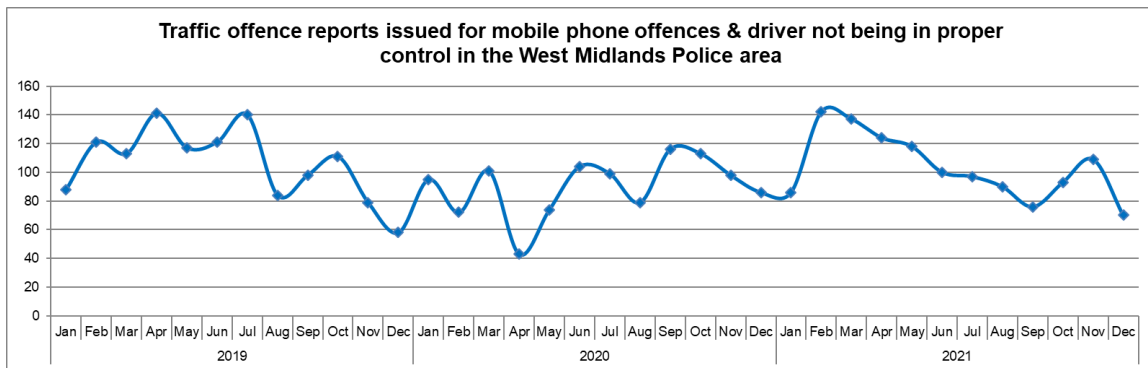


Figure 6. Number of traffic offence reports issued for mobile phone offences & the driver not being in proper control in the West Midlands Police area, Jan 2018 – Dec 2021

Tackling Serious and Organised Crime on the Roads

60. Over the last 12 months, roads policing officers based in the WMP area have seized criminal assets from vehicles stopped worth over £16 million, including almost £2 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.

- 61. In addition to the recovery of valuable commodities, 138 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.
- 62. 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	Arrest
£1,968,215	£1,759,184	£12,481,983	2,261

Table 1. Roads Policing Performance Data 2021

Misrepresented, missing or obscured number plates

- 63. West Midlands Police has reported 1,484 number plate offences over the last 3 years with an 83% increase in 2021 compared to 2019. Officers have consistently worked at times when activity peaks and used enforcement of number plate legislation to disrupt and deter participants using vehicles bearing misrepresented, missing or obscured plates. One vehicle has been reported for number plate offences on six occasions in the last 12 months (offences are awaiting prosecution).

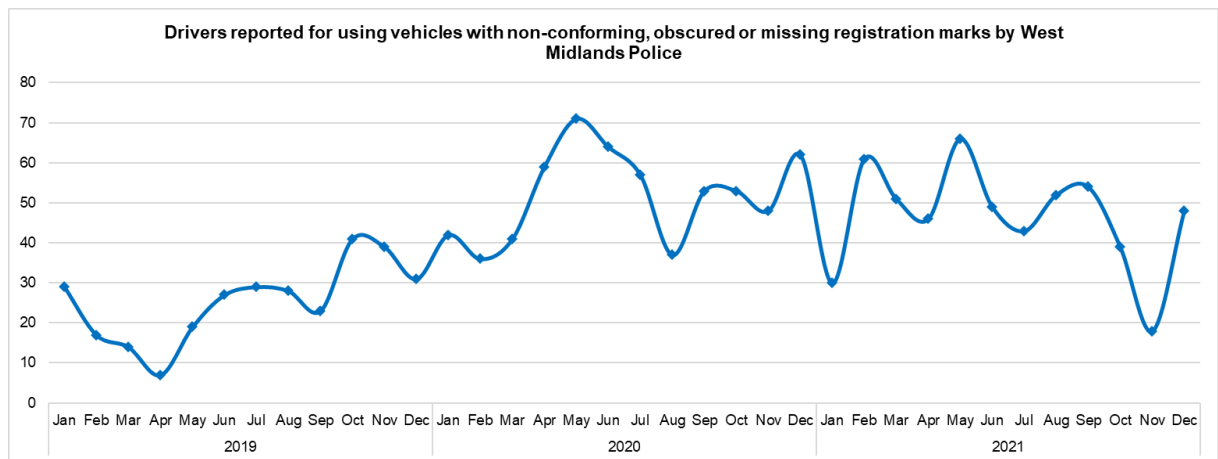


Figure 7. Number of drivers reported for using vehicles with non-conforming, obscured or missing registration marks by West Midlands Police, Jan 2019 – Dec 2021

Street racing

- 64. After a peak in street racing incidents in April 2021, some Roads Policing officers were dedicated to enforcement activity in relation to an anticipated increase in street racing activity in the summer months (Operation Hercules, the West Midlands Police response to street racing). This saw an increase in the number of street racers

reported for traffic offences and the execution of warrants and arrests made of individuals using social media accounts to organise street racing events. The impact of this was a reduction in the size and frequency of street racing activity in the West Midlands over the summer of 2021 compared to the previous summer. Despite this, street racing was recorded on Heartlands Parkway, one of the main locations for street racing activity, on 108 nights in 2021. Kenrick Way (West Bromwich) and Heartlands Parkway (Nechells) contribute to one in six records of vehicles racing in the West Midlands.

65. The team have assisted partners in renewed injunction applications and have supported the development of a Community Protection Warning and Notice programme focussing on intervention and education of those involved in street racing. The team have also attended meetings with Councillors and businesses across the Force, addressing community concerns and target hardening locations currently used for street racing.
66. Tactically, Operation Hercules have executed warrants against five individuals identified as organising street racing events and are supporting the ongoing investigations. They have also seized 82 vehicles, issued 424 warnings under section 59 of the Police Reform Act, sent 578 first stage Community Protection Warning letters and dealt with 299 driving offences including careless driving, dangerous driving, excess speed and no insurance.
67. There have been 11,666 reports of vehicles racing in the West Midlands over the last three years. There is a recorded increase of 48% from 2019 to 2021. However, this increase is more reflective of a change in practice of incident recording.
68. Drivers involved in street racing in the West Midlands are known to travel as far as Buckinghamshire, Cheshire, Essex and Nottinghamshire to engage in this activity and on nights when street racers encounter a robust policing presence in the West Midlands they are often displaced to locations in South Staffordshire and Telford along the M54 corridor.
69. Local Authorities are about to begin an educational program where a staged intervention approach is taken towards civil interventions for those observing or taking part in street racing activities.

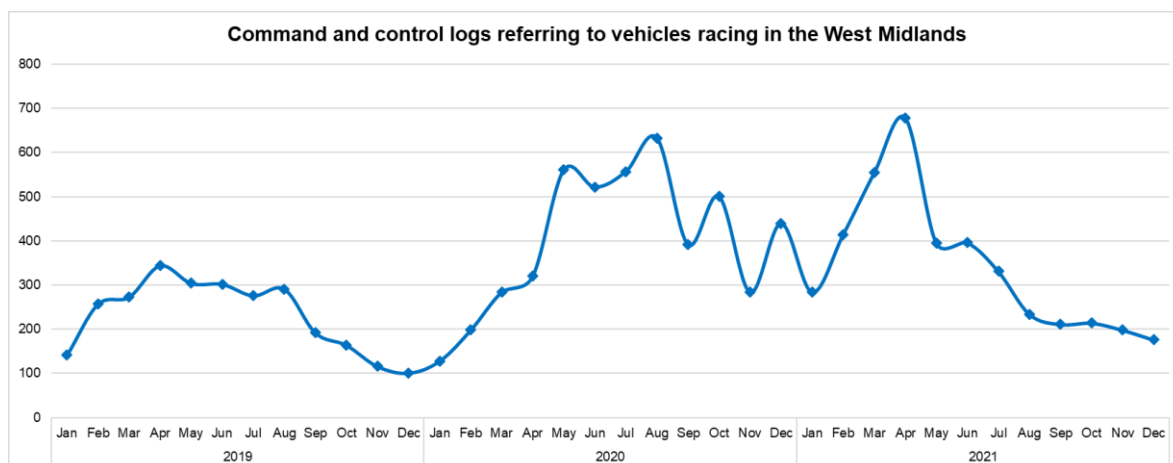


Figure 8. Number of command and control logs referring to vehicles racing in the West Midlands, Jan 2019 – Dec 2021

Update on Multi-Agency Road Safety Operation (MARSO)

70. 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.
71. 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.
72. 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.
73. MARSO operations ceased through the Covid pandemic due to the partnership approach on stop sites not being feasible due to associated risk management. MARSO operations have phased back in through the latter part of 2021 and early 2022.

Safety Cameras

74. The Operations department currently manage the Camera Enforcement Unit.

However, it is currently under review and potentially may be realigned to the ownership of CMPG which will provide single governance for the reduction of KSIs.

75. The level of enforcement for Safety Cameras is determined by the agreements in place with each Local Authority including National Highways.

76. For the financial year of 2020/21, there were 78,094 speeding offences sent to the Central Ticket Office (CTO) for process, this is an increase of 7,767 from 2019/2020. These offences were captured by the range of cameras that are in use across the West Midlands (average, variable and mobile). For the financial year of 2021/22, there were 84,814 up to the end of February.

Month	Apr 20	May 20	Jun 20	Jul 20	Aug 20	Sep 20	Oct 20	Nov 20	Dec 20
Offences to CTO	2186	5927	8283	8013	6840	7021	4814	5224	5536
Month	Jan 21	Feb 21	Mar 21						
Offences to CTO	6452	7909	9889						

Month	Apr 21	May 21	Jun 21	Jul 21	Aug 21	Sep 21	Oct 21	Nov 21	Dec 21
Offences to CTO	8406	8500	8323	6885	8524	7343	7002	8372	7488
Month	Jan 22	Feb 22							
Offences to CTO	7215	6756							

Table 1. Offences passed to the Central Ticket Office, Apr 2020 – Feb 2022

77. Average speed camera update - the original Birmingham and Solihull pilot is continuing and discussions are on-going about how the agreement needs to be adjusted into the future. Coventry have continued to increase their cameras, and the speeds across the city are reducing. The Black Country area (Dudley, Sandwell, Walsall and Wolverhampton) – these have now been in place since Dec 2020. Further locations are being monitored for potential for enforcement.

78. Motorway camera update - Red X cameras have been installed on various gantries on the M42 and M6 area covered by West Midlands Police. Enforcement will start

very soon. Average cameras are going to be installed on the M6 in April for roadworks. They will be in place over various sections of the M6 and M42 motorway for the next four to five years.

West Midlands Automatic Number-Plate Recognition (ANPR)

79. The upgrade to the West Midlands Police ANPR infrastructure has been completed. This was based on a strategic assessment for the West Midlands Police force area.
80. WMP have entered into a collaboration with Transport for West Midlands (TfWM). This collaboration gives access to all of the TfWM ANPR cameras that are located on the strategic road networks around the city. TfWM are seeking funding to complete their program which would provide access to potentially up to 120 additional cameras. Only cameras that meet the threshold set by the strategic assessment will be used for the policing of the West Midlands.

Network Resilience

81. The CMPG Regional Operations Centre (ROC) maintains a partnership with National Highways, 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.
82. West Midlands Police demonstrate a strong commitment to roads policing and the positive effect this has on road safety. There has been no reduction in the number of roads policing officers in WMP.

Equality Implications

83. All policies relating to Roads Policing are subject to Equality Impact Assessments before being published. This ensures WMP demonstrates transparency and achieves better outcomes for all.
84. In addition, CMPG attends West Midlands Police Cadet schemes to engage young people and obtain feedback regarding perceptions or road policing. The feedback from these sessions has been very positive.
85. The data from Stop and Search and Use of Force is monitored via daily TRM meetings, monthly Tasking Delivery Boards and is reviewed by NPU Public Scrutiny Boards.
86. CMPG also regularly attend Independent Advisory Group (IAG) meetings held on each of the NPU areas.

Next Steps

87. The board is asked to note the contents of this report.

Author: Mike O'Hara

Job Title: T/Assistant Chief Constable, Operations