



Scanning, Analysis and Consultation

Please describe the area(s) you are targeting and why by providing the following detail:

- a) The crime issues you are targeting through your plan;**
- b) Your analysis of the drivers of this problem;**
- c) Information gained from the mandatory consultation**

Answer (suggested 500-800 words)

This intervention ultimately seeks to address the disproportionate levels of anti-social use of the roads which are causing harassment, alarm and distress to our residents in the West Midlands. Since 2013, road collisions and casualties have started to rise on the region's road network. 1051 people have been seriously injured in road traffic collisions in the last financial year, including 55 fatalities. The total number of killed or seriously injured casualties is 3 per cent more than in 2021/2. This rise has resulted in targeted activity by stakeholders across the West Midlands Regional Road Safety Strategic Group. This regional group is adopting a vision zero strategy with a preliminary target of a 40% reduction by 2030.

Recently there have been a number of high profile KSI incidents which have resulted in a sharp rise in the fear of crime and anti-social use of our roads. This has led to highly vocal protests from campaign groups, which have concentrated in the Birmingham local authority area but are supported by residents across the West Midlands force area. A key example of this concern can be seen with the rise in street protests, organised by the campaign group 'Better Streets for Birmingham', resulting in hundreds of residents protesting within the Kings Heath neighbourhood of Birmingham.¹ This broad fear of crime is supported by a consultation we concluded in July. This consultation, which took responses from 1,342 residents, found the following answers to the below questions:

- 1. Have you witnessed a motor vehicle driving at an inappropriate or excessive speed within the West Midlands in the past week?**

Yes: 1,254 (94.2%)

¹ [Birmingham Better Streets protest live as road safety campaigners clash with van driver - Birmingham Live \(birminghammail.co.uk\)](https://www.birminghammail.co.uk/news/local-news/birmingham-better-streets-protest-live-as-road-safety-campaigners-clash-with-van-driver-20220714)



No: 76 (5.8%)

2. How safe do you feel using the West Midlands road network?

Very safe: 37 (2.7%)

Safe: 94 (7%)

Neither safe nor unsafe: 175 (13%)

Unsafe: 594 (44.3%)

Very unsafe: 439 (32.7%)

3. Do you think more needs to be done to prevent, tackle and reduce speeding on West Midlands roads?

Yes: 1,252 (94%)

No: 79 (6%)

The above survey results clearly indicate that anti-social use of the roads is a key concern to residents across the West Midlands and an area of policing and crime which needs investment within our area. In the context of the rising number of people harmed on our roads, we need to get a grip of this anti-social behaviour.

Through our engagement with partners it is felt that reckless and anti-social drivers are given a free ride. Stakeholders do not believe that enforcement is widespread and thorough enough and the public is not empowered to support policing in the reduction of this behaviour. Partners believe this to be the key driver of this problem.

As part of the mandatory consultation for this proposal we have engaged with both strategic partners, such as Heads of Community Safety and Directors of Transport, and also community action groups, such as Better Streets for Birmingham. An overriding element of the feedback, which came from both types of stakeholder, was the need for the community to be empowered when addressing the issue of anti-social use of the roads. There were also specific requests from Better Streets for Birmingham to enable this through the bolstering and expansion of the public's ability to record and then report crimes through 'third party reporting'. From



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Transport for West Midlands and several Heads of Community Safety a similar ambition was proposed that the community needs to be actively engaged with enforcement activity through the expansion of our Community Speedwatch programmes.

The second key theme which came back from partners was that enforcement of anti-social use of the roads required a drastic increase from West Midlands Police. Proposals for what this looks like both covered expansion of third-party reporting and allowing members of the public to report dangerous driving themselves, but also indicated that active enforcement by West Midlands Police needed to be expanded as well. In consultation with West Midlands Police, it was determined that the most effective way of doing this was to purchase camera vans which can be deployed across the force area in problem routes. This has subsequently been supported by Transport for West Midlands, the Heads of Community Safety and Better Streets for Birmingham.

It was strongly emphasised, by all stakeholders we spoke to, that all of this needs to be underpinned by a proactive campaign raising awareness of increased activity and educating members of the public on how to report anti-social use of the roads. This campaign needs to be in locations where road users will see and hear the material, such as on billboards at the side of the roads and on local radio stations.