

ACCOUNTABILITY AND GOVERNANCE BOARD

22 April 2025

Safer Travel

Presented by: ACC Mike O'Hara

Purpose Of Paper

The purpose of this report is to present an overview on West Midlands Police (WMP) activity & performance relating to Roads Policing, Roads Safety & Safer Travel.

1. Police and Crime Plan

Public transport

I will work with West Midlands Police, West Midlands Combined Authority, British Transport Police, British Transport Police Authority and public transport operators via the Safer Travel Partnership. We will seek to:

- Reduce crime, disorder, and anti-social behaviour on the public transport network
- Improve public perceptions of personal safety on public transport, with a particular emphasis on the experience of women and girls
- Maximise the benefits of technology and data sharing
- Ensure that there is a co-ordinated transport partnership response to event planning (in particular at the Commonwealth Games)
- Adapting and responding to a new transport network which is greener and safer as we recover from the Covid-19 pandemic

Everyone has the right to feel and be safe when using public transport. We will continue to deliver the service the public expect, protect public transport passengers from harm and address issues which cause the most concern.

We will continue our commitment to the Safer Travel Partnership with West Midlands Police, British Transport Police, British Transport Police Authority and the bus and tram operators.

We will agree enhanced oversight and governance structures for the partnership so as to ensure it is delivering for the travelling public.

We will agree a new Safer Travel Plan with a focus on addressing Hate Crime and Violence Against Women and Girls, including sexual offences.

We will work together to ensure that Transport for West Midlands, West Midlands Police and British Transport Police are able to use new bus by-laws efficiently and effectively.

We will maximise the use of new technology, CCTV and better lighting to “design out” anti-social behaviour and criminality on the public transport network. If the bid for funding in the third round of the national Safer Streets Programme is successful, we will work together to maximise its impact.

How we will measure success:

- Monitor the estimates for perceptions of safety on the public transport network within the West Midlands from the West Midlands Combined Authority transport survey and assess what role West Midlands Police can play in improving public perceptions
- Monitor reports of crime and anti-social behaviour incidents which occur on the public transport network and what the outcomes of investigations are
- There will be a focus on vulnerability type offences, such as hate crime and violence against women and girls, targeting resource as required through the Safer Travel Partnership

Improving Road Travel

I will work with local authorities, West Midlands Combined Authority, Highways England and West Midlands Police and others to ensure road danger reduction and deliver a safe and secure road network. I will look to see the following priorities adopted:

- Fewer people killed and seriously injured, including vulnerable road users. I believe we can achieve the United Nations General Assembly target of reducing road deaths by 50% by 2030, adopting a “Vision Zero Strategy” that can take us forward
- Greater network resilience, with less congestion and disruption
- A greener and more sustainable road network
- A road network that is denied to criminal use, such as speeding, street racing, uninsured drivers, and serious and organised crime
- Work with communities
- I will continue to commission a dedicated support service for victims of road traffic collisions.

I will work with partners to embed these objectives into proposals to transfer the enforcement of some moving vehicle offences to local authorities. I would hope to see an approach that is co-ordinated across the West Midlands, with a single approach to technology, back office functions, enforcement, data sharing, financial flows and engagement with blue light services. I believe this transfer has significant potential to support enforcement activity.

I will work with partners to prioritise reductions in speeding and nuisance driving, supporting efforts to increase the number of average speed enforcement schemes across our area. I will look to work with partners to raise awareness of and address “crash for cash” motor insurance frauds.

I will work with the Police and Crime Commissioners across the region to explore opportunities for improved roads policing collaboration. I believe that a safe and secure road network should be part of the Strategic Policing Requirement.

We will review and refresh our road safety strategy, working with local authorities, Highways England and others to agree ambitious objectives via a refreshed Strategic Road Safety Partnership.

We will support local authority partners to seek the transfer of moving vehicle enforcement from the police as part of the national policy shift in this area. We see the transfer as having potential benefits across all the over-arching themes for improving road travel.

We will work with local authorities and others to see a collaborative approach across the West Midlands, seeking a single technology platform, a common approach to enforcement, a shared back office and agreement on financial flows and ring-fencing of income. We will seek a data-sharing agreement and explore further opportunities to build on our existing partnership work enhancing ANPR assets jointly, so as to ensure how the transfer can assist in the prevention and investigation of crime. We will work together to provide information to the public on the proposals as they develop.

We will review how policing can support network resilience on a sustainable and operationally effective basis.

How we will measure success:

- Monitor the rates of road traffic casualties on roads within the west Midlands
- Monitor the following motor offences, and ensure action is taken:
 - Speeding offences
 - Driving under the influence of drugs
 - Driving under the influence of alcohol
 - Driving without insurance
 - Incidents of street racing
- Review the reasons for cars being seized, assessing whether there are any commonalities/trends which need addressing
- Monitoring offences relating to e-scooters and assessing what risks they pose to the public

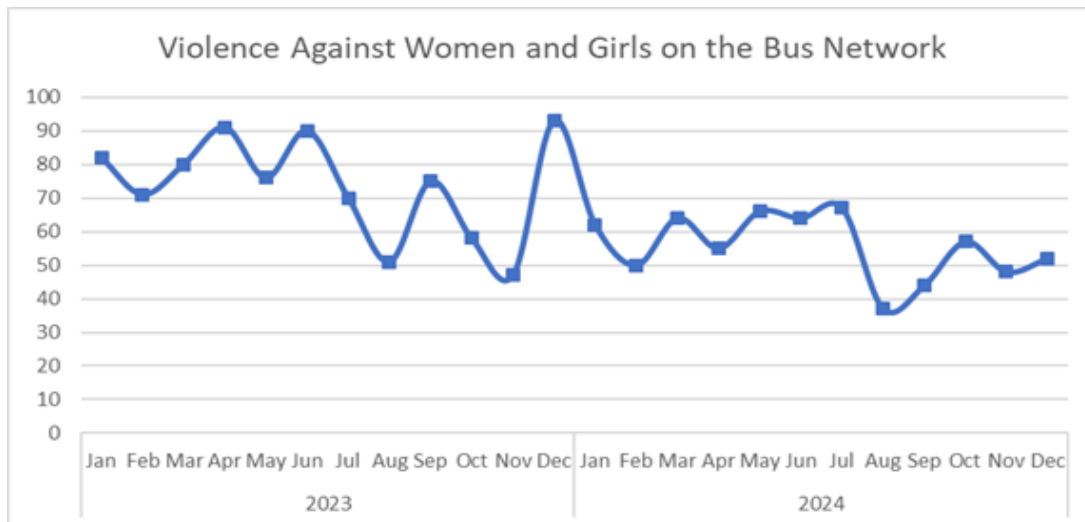
2. Achievements and Challenges

Achievements

Safer Travel:

Focus on Women's Safety: A dedicated strategy has been implemented to improve safety for women and girls on public transport. Initiatives include the deployment of more female officers in key areas, the installation of better lighting at bus stops and train stations, and campaigns that, such as those mentioned above, which encourage passengers to report unwanted sexual behaviour and ASB concerns via a simple and accessible platform.

There is a downward trend of crimes recorded that are categorised as Violence Against Women and Girls (VAWG), accounting for 16% of total bus crime during 2024. During 2024 there were 666 VAWG crimes which is a reduction of 25% compared to 2023 and is illustrated in the table below.



To drive engagement and tackle issues such as vulnerability & hate crime, awareness campaigns such as the *Stop Hate Crime* campaign and *Project Empower* are used to connect with younger audiences. This is achieved through targeted social media outreach and in-person presentations at schools, colleges, and universities. These efforts aim to raise awareness, encourage reporting of incidents, and ultimately create a safer travel environment for all.

Transport Safety Officers Expansion: The introduction of a structured team of TSOs has significantly improved public confidence in transport safety. TSOs are deployed across key transport routes, engaging with passengers, providing visible reassurance and offering assistance where needed. They also play a critical role in intelligence gathering, feeding real-time information back into police systems to prevent crime and disrupt criminal activity.

Technological Advancements: AI-powered software has been integrated into TfWM CCTV networks, allowing for automatic detection of suspicious behaviour. The enhanced CCTV control room enables faster response times, while dedicated drone teams provide aerial surveillance at major transport hubs and along high-risk routes, helping officers intervene proactively before incidents escalate.

Roads Policing:

Road Harm Team Increase: The Road Harm Team has seen an increase in resources from 1 Sergeant & 10 Constables to 2 Sergeants & 18 Constables. The increase has seen the creation of a second team which provides enhanced coverage throughout the week and, in particular, during peak street racing times. This uplift has enabled a new collaboration between West Midlands Police and Motor Insurers' Bureau and has resulted in an increase of £100,000 external funding.

Operation Scalp tackles uninsured driving in key hotspots and this has resulted in over 700 additional uninsured vehicles being removed from our roads, including 186 in the first few months of 2025 alone.

The collaboration between West Midlands Police and Motor Insurers' Bureau enables the team to conduct dedicated operations focusing on uninsured drivers in strategic hotspots across the West Midlands. The team use technology to identify when and where uninsured vehicles are most active and work in collaboration with LPAs to educate and upskill officers in this area of business.

The Road Harm Team also lead on Operation Hercules which is an ongoing campaign to tackle street racing where vehicles are driving in an anti-social or dangerous manner. Our approach is considered by the College of Policing as national best practice.

UKRoED training licence: In December 2024, the Chief Constable was awarded a full substantive UKRoED training license through the work of Safer Roads for West Midlands (SRfWM). A number of areas of best practice were recognised and shared nationally.

To date, over 36,000 bookings have been made through SRfWM; averaging over 300 new bookings a day. Feedback from drivers remains consistently high; with 98% of attendees recommending SRfWM as a course provider and 97% acknowledging an improvement in their driving attitudes and behaviours since their course.

Commercial Vehicle Unit: The force has invested in a Commercial Vehicle Unit that is responsible for the movement of abnormal loads throughout the West Midlands Police area and also the enforcement of commercial vehicles and the carriage of dangerous goods. This is another road safety focus and a source of income for WMP which can be reinvested to tackle criminal activity on our roads, improve road safety and reduce harm to the public.

Disrupting organised criminality on the road network: Further increases in the number of Roads Policing officers have allowed the department to build two Road Crime Teams (RCT) with a third being introduced in April 2025. Each team will have an establishment of 1 Sergeant and 8 Constables.

These teams manage higher level OCGs to greater disrupt criminals on the road network. This allows us to better support force tactical priorities such as gang tensions, organised vehicle crime and serious youth violence.

This investment has seen a 22% increase in arrests made by Roads Policing Officers (from 1,207 in 2023, to 1,476 in 2024) - including arrests for many serious criminal offences such as attempted murder (7) and burglary (249).

Challenges

Safer Travel:

Addressing Serious Youth Violence: The Safer Travel Team comprises 1 Inspector, 2 Sergeants, 14 Constables and 10 PCSOs - a hybrid of West Midlands & British Transport Police. With millions of journeys taken annually, the team remains small, making it crucial to prioritise high-risk areas.

A data-led approach is used to deploy officers where they are most needed, focusing on locations with higher reports of youth violence. School and community engagement programs have also been introduced to educate young people on the consequences of crime and ASB.

Public Perception of Safety: Despite the introduction of enhanced security measures, some passengers still report feeling unsafe. To address this, regular public engagement sessions and targeted communication campaigns - including social media outreach and digital reporting tools - have been developed in collaboration with TfWM. These efforts aim to increase public awareness of safety initiatives and encourage reporting of suspicious activities.

The estimates for perceptions of safety on the public transport network within the West Midlands are monitored using data from the West Midlands Combined Authority transport survey, assessing the role West Midlands Police can play in improving public perceptions.

To track public perceptions of travel safety amongst the West Midlands population, a tracking survey was commissioned. Baseline data was collected during a six-month period from November 2022 to May 2023. Year 1 data was gathered over a 12-month period from November 2023 to October 2024.

Each year, 2,000 interviews are conducted, with data collected to quotas representative of the West Midlands region.

Key Findings from Personal And Safety Tracking Study

Safety Using Public Transport - 2024/25 Autumn/Winter Report:

	% Very Safe/Safe <i>Autumn/Winter 24/25</i>	Bus	Rail	Tram
Daylight	Walking to stop/station	63↓	62↓	56↓
	Waiting at stop/station	63↓	68↓	61↓
	on board	67↓	68↓	64↓
Darkness	Walking to stop/station	22↓	27↓	29↓
	Waiting at stop/station	19↓	28↓	25↓
	on board	24↓	32↓	30↓
	% Very Satisfied/Satisfied <i>Autumn/Winter 24/25</i>	Bus	Rail	Tram
Daylight	Presence of staff at stop/station	36↓	50↓	46↓
	Presence of staff on board	39↓	51↓	54↓
Darkness	Presence of staff at stop/station	30↓	39↓	41↓
	Presence of staff on board	35↓	41↓	47↓

↑↓ Denotes significant trend direction from Year 1 v Year 2 – Autumn/Winter

- There has been a decline in feelings of safety when using public transport during this wave of Autumn/Winter monitoring.
- Safety continues to be much lower rated during darkness compared to during the day.
- Respondents tend to feel safer when using the train compared to the bus or tram.
- *Walking to the tram stop in daylight* remained the lowest rated day time activity.
- Whilst *waiting at bus stop during darkness* remains the lowest rated activity during the evening.
- There was a weakening in satisfaction with staff presence since Year 1, however, levels did not fall below the Baseline findings.
- Staff presence during darkness is highest rated when using the tram where there is a dedicated member of staff to check tickets.
- Staff presence remains lowest rated when using the bus, particularly at stop during the hours of darkness.
- Women, especially young women continue to be most likely to feel unsafe when using public transport, especially when travelling on and waiting for services.

- There was an increase in the number of incidents making people feel unsafe on the tram. When reported, respondents would go to a member of staff and/or a driver.

Awareness Of Safety Initiatives

Campaign <i>Autumn/Winter 24/25</i>	% Aware
Stop Hate Crime campaign	50↑
Project Empower	18
Its everyone's journey campaign visual	28
Report unwanted sexual behaviour visual	31↑
See Something, Say Something text/app service	69
See Something, Say Something image	68↑
Safer Travel Police Team	26↑
Transport Safety Officers (TSOs)	43↑

↑↓ Denotes significant trend direction from Year 1 v Year 2 – Autumn/Winter

- The See Something Say Something initiative continues to have the highest level of awareness, especially in terms of the image which has improved on last year.
- Younger age groups were most likely to be aware of safety campaigns.
- There was an increase in the awareness of Travel Safety Officers (TSOs) with one in ten seeing them regularly on the network.

Resource Allocation and Funding: Long-term funding remains a key challenge in sustaining the presence of TSOs and technological advancements. Efforts are being made to secure additional government and private-sector funding while optimising existing resources through better coordination and efficiency measures.

Roads Policing:

Killed and Seriously Injured (KSI) statistics: Despite advances in motor vehicle safety, the number of people killed and seriously injured on our roads remains stubbornly high.

1167 people were killed or seriously injured in road traffic collisions during 2024, including 49 fatalities. The total number of killed or seriously injured casualties is a similar to the level experienced in 2023 (1164). There was a 14 per cent decrease in fatalities compared with the previous year (57).

There have been monthly variations in the number of people killed or seriously injured in road traffic collisions over the last five years, in line with when CoVID-19 lockdown restrictions were in place and traffic volumes reduced. There are now on average 97 KSI collisions each month.

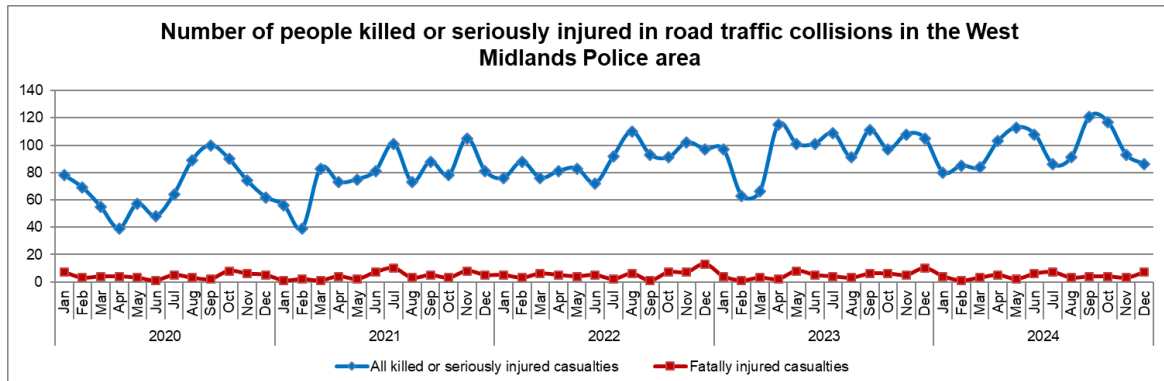


Figure 1. Number of people killed or seriously injured in road traffic collisions in the West Midlands Police area, Jan 2020 – Dec 2024

Enforcement activity aimed to reduce KSIs is currently prioritised on 15 key routes in the West Midlands. These locations make up 0.87 per cent of the West Midlands road network but 12 per cent of all KSI road traffic collisions.

Speed Enforcement: The department is meeting its current enforcement target of 218,000 per annum with plans to increase the target to 360,000 per annum by next financial year.

Operation Snap: The success of Operation Snap has led to an increase in public submissions, creating challenges in managing volume and expectations. The focus remains on improving road safety through appropriate sanctions while maintaining public trust. Staff capacity is prioritised based on submission severity, aligning with regional and national road safety strategies. Current working practices will be reviewed to optimise staff time for investigations. This approach reinforces the positive role of individual road users in enhancing road safety across the West Midlands.

3. Actions undertaken

Safer Travel:

Managing Anti-Social Behaviour: Persistent ASB requires a combination of enforcement and preventative approaches. Officers work with youth services, mental health professionals, and local outreach teams to provide early interventions. Increased patrolling and the use of behavioural analytics in CCTV systems also helps identify repeat offenders and deter problematic behaviour.

Decisive action is taken where necessary, including arresting offenders, issuing warning letters, and implementing community resolutions through restorative justice processes. Additionally, investigations are supported by reviewing CCTV footage to identify suspects, utilising facial recognition technology where appropriate.

These efforts aim to enhance safety, deter criminal activity, and build public confidence in the security of the transport network.

There were 3517 reports of ASB reports on the buses in 2023 compared with 2987 reports in 2024. This represents a decrease of 15.1%

Ensuring Sustainable Safety Improvements: Safety measures must be continuously reviewed and improved. Regular assessments are conducted to evaluate the effectiveness of initiatives, and feedback from passengers, officers, and transport staff is used to refine strategies. Pilot projects, such as community safety volunteers and enhanced mobile reporting platforms, are being tested to provide long-term solutions for a safer travel environment

Multi-Agency Collaboration: The partnership between police, local councils, and transport operators has resulted in coordinated safety initiatives, such as joint patrols, intelligence-sharing frameworks, and training programs for transport staff on identifying and reporting suspicious activity. These efforts have enhanced public transport security across the region.

Sustained Low Levels of Crime and ASB on Public Transport: Crime data is regularly reviewed, and hotspot areas identified for targeted interventions. Officers work closely with transport operators to monitor incidents, and increase proactive patrolling in hotspot areas to deter criminal activity.

There were 363 million passenger journeys across all modes of public transport in 2024, an increase from 335 million in 2023. There were 7,056 crimes on all public transport across the West Midlands during 2024, an increase of 2% compared with 2023. Rail crime increased by 6.5% whereas bus crime fell by 1%. However, crime levels remain exceptionally low with crime per passenger at a fraction of 1%.

Use of Technology and Innovation: The introduction of AI-driven monitoring systems, real-time CCTV analytics, and facial recognition technology helps detect and respond to incidents swiftly. Additionally, drone surveillance is used in high-risk areas to provide live intelligence and support operational decisions.

Efficient Resource Deployment and Data-Driven Decision-Making: Data analytics are used to optimise patrol routes and officer deployment, ensuring that resources are allocated based on the latest crime trends. The use of intelligence gathered by TSOs will further enhance operational effectiveness.

Roads Policing:

Speed Enforcement: Over the past 2 years, WMP have been in detailed discussions with the 7 Local Authorities and the Combined Authority in order to develop a Joint Working Agreement (JWA). It is anticipated that the JWA will be formally agreed before April 2025.

Ongoing recruitment and uplift of enforcement will supplement the JWA, with our target to enforce 360,000 offences per annum by 2026/27 onwards - this represents a 400% uplift on our historic enforcement level.

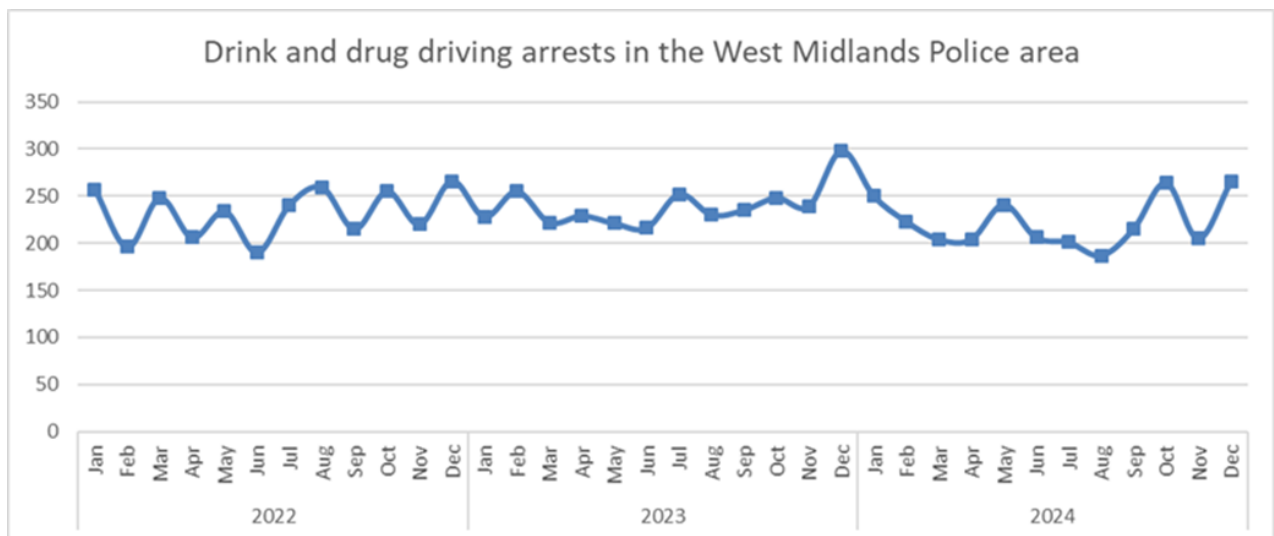
Regional Road Safety Partnership: WMP forms part of this partnership which aims to deliver the Regional Road Safety Strategy 2023-2030. The strategy sets a casualty reduction target of 50% in the number of people killed and seriously injured on our roads by 2030 and commits all regional partners to strive towards Vision Zero - *a strategy to eliminate all traffic fatalities and severe injuries*.

To achieve the casualty reduction target, the Regional Road Safety Action Plan 2024-2030 has been created to provide a clear framework regarding timeframes for delivery & performance monitoring. To supplement the Action Plan, WMP has created a Road Safety Strategy to ensure road safety is a priority and demonstrate its commitment to the overarching strategy.

Under the umbrella of Operation Triton, WMP takes a proactive approach to road safety & focuses activity in key areas, tackling the “fatal four” (speeding, driving under the influence of drink or drugs, not wearing a seatbelt and mobile phone use) and preventing harm to the most vulnerable road users.

With regard to driving under the influence of drugs and alcohol, 2655 drivers were arrested in 2024, an average of 7 arrests per day. This represents a 7% decrease in arrests compared to 2023.

There is no specific explanation for this reduction. Whilst there is anecdotal evidence of the impact of events such as the ‘Harry’s story’ media campaign and the Summer disorder, analysis of data since 2022 confirms that the variation in data is not unusual. Please see table below.



Collaborating with partners towards Vision Zero: The department reviews its identified road harm locations 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 Local Policing Areas (LPAs) to expand schemes such as Speedwatch.

Providing a pro-active response in support of WMP priorities: In line with Roads Policing APP and Strategic Policing Requirement, appropriate numbers of officers are trained to ensure service delivery. This includes in house training e.g. Roads Policing Police Development Unit through RPU trainer, force training and external training.

Maximising the use of ANPR technology: Following the 50% increase in ANPR cameras in 2024, we are currently engaged in an ANPR project alongside Force Contact to create a world leading ANPR command function with new ANPR technological innovation, greater analytical capacity and dedicated command and control of ANPR alerts.

4. Future Work

Driver Awareness Courses: The next step for SRfWM is to provide physical, on-road driver awareness courses; namely the Safe & Considerate Driving NDORS course. This will involve highly trained Driving Instructors taking drivers out onto the roads of the West Midlands force area.

This is a behavioural change course for people who have been involved in a collision, which increases awareness and understanding of the causes and negative consequences of risky and inconsiderate driving. This is an all-day course and due to commence at SRfWM by Summer 2025.

Project Olympus: Following strategic approval from the Chief Constable, we have initiated a project group to lead the development of a new command and control function for ANPR. As part of this development, we placed a bid into the Police Star Fund for 25/26 and have recently been awarded £158,278 to spearhead some world-first ANPR technological innovation.

The project, using funding provided by SRfWM, has established a number of apprentice posts which will be part of a new analytical capability and be embedded in the command and control facility at C3.

A full performance suite will be in place in order that we can better triage and respond to ANPR alerts but also make better use of complex analytics to identify serious and organised criminals trying to circumvent national ANPR systems.

5. Financial Implications

Commercial Vehicle Unit: The commercial vehicle unit generates income from the support to industry to enable the movement of Abnormal loads. The unit conducts risk assessments on 15,000 monthly movement notifications and currently only need to provide support to 0.2% of them.

The income currently exceeds the cost of the permanent staff on the unit and the additional resources required to work on overtime.

Speed Enforcement: In order to generate greater speed compliance, WMP are substantially increasing their speed enforcement.

Due to the formula that UKRoED have in place and the fact that WMP does not retain income from fines, enforcement is usually cost neutral with most forces nationally making a loss.

It should be noted that this business area is still in a phase of uplift and recruitment.

Driver Improvement Courses: This is a new service for West Midlands Police and delivered under a Full License awarded to CC Guildford by UKRoED.

This income is distinct and separate to enforcement income as most demand is generated from enforcement in other forces in England and Wales.

6. Legal Implications

There are no anticipated legal implications.

The Roads Policing Unit are engaged with the NPCC regarding potential legislative changes to Street Racing powers and S.59 Powers and await new legislation governing eScooters and eCycles which was originally scheduled for introduction in Autumn 2022. As such, it continues to operate a policy of enforcement where there are aggravating factors only.

7. Equality Implications

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.

The department attends West Midlands Police Cadet schemes to engage young people and obtain feedback regarding perceptions of road policing. The feedback from these sessions has been very positive.

The data from Stop and Search and Use of Force is monitored via daily TRM meetings, monthly Performance meetings and is also reviewed by LPA Public Scrutiny Boards.

The Roads Policing Unit continue to pilot an App to capture data surrounding vehicle stops that result in the use of powers under s.163 of the Road Traffic Act. There are plans to introduce the App Forcewide to enable data from all electronic and paper traffic forms to be captured in a single system.

This App aims to reduce cost, improve efficiency and lead to greater accountability through the gathering of more accurate & transparent data. Whilst there are high levels of demand in IT&D development, a request has been made for the delivery of the App to be prioritised.

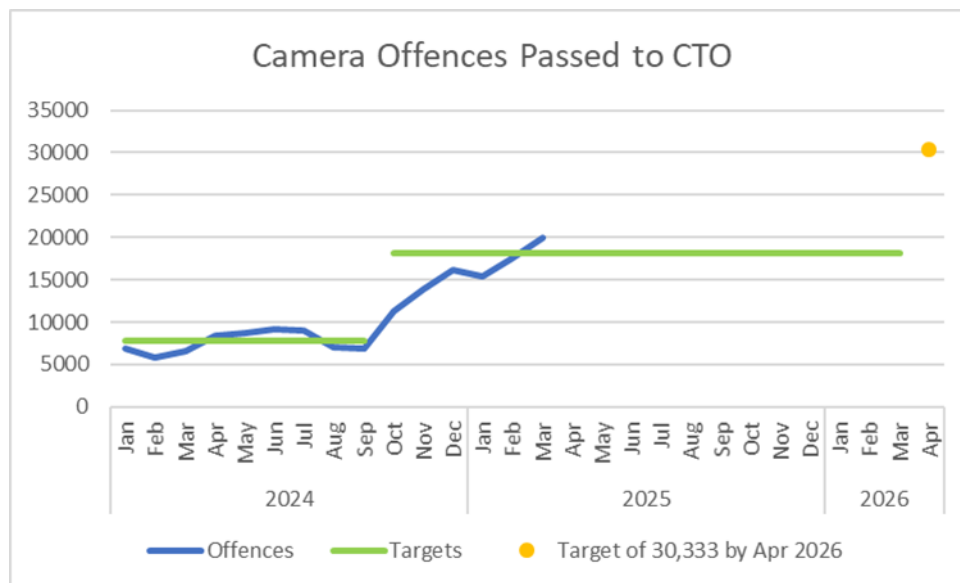
Background

1. Update on Speed Enforcement

- a. Levels of speed enforcement over the last four years
- b. How West Midlands Police, working with partners, plans to increase speed enforcement
- c. How West Midland Police plans to ensure the appropriate staffing levels in the back office for enforcement to increase

In 2024, there were 110,208 offences passed to Central Ticket Office (CTO) - a mix of speed and Red light offences. This is an increase of 23 per cent on the previous year and was delivered through a range of camera systems including; average speed cameras, average cameras on the motorway roadworks, variable cameras and mobile enforcement camera vans.

Following substantial increases in enforcement capacity, our enforcement target was increased in January 2025 to 4,200 per week (218,000 per annum) with further increases scheduled throughout 2025/2026.



Since the latest update to the PCC, 3 new vans have been supplied to the Camera Enforcement Unit and another van is in procurement. The introduction of these vans has received significant media attention and was accompanied by a media release on 19th February, with the PCC and Supt Gareth Mason being interviewed.

The speed enforcement threshold was recently aligned with the NPCC guidance (10%+2mph) following authorisation by CC Guildford. This had previously been higher than most forces in England and Wales.

Since December 2024, WMP also now enforces the national speed limit on the motorway via the Highways Agency Digital Enforcement and Compliance System (HADECS) cameras.

2. How will West Midlands Police ensure the appropriate staffing levels in the Operation Snap Team to be able to keep up with the increasing number of submissions made by the public to retain public confidence?

The staffing to deliver the current level of submissions has now been permanently established using SRfWM funding. However, given the increased volume of submissions, the demand will require continuous monitoring and review in order to maintain requisite staffing levels.

Until the demand stabilises, it will be difficult to establish the total size of the team. In the interim, the position will be regularly reviewed, and opportunities explored to provide additional funding through SRfWM or other streams.

3. Driving Awareness Courses being brought in-house

- a. Please provide an outline of the progress made so far in bringing driving awareness courses in-house**
- b. Please provide an outline of the finances and how much revenue has been made so far since bringing driving awareness courses in-house**
- c. Please provide a plan for how the revenue made by bringing the courses in-house might be reinvested into road safety initiatives in the West Midlands**

Since becoming available in August 2024, Safer Roads for West Midlands (SRfWM) continue to deliver a full suite of driver awareness courses to our local communities and beyond.

In October 2024, WMP were subjected to a full and rigorous Provider Licence Review by the national governing body, UKROEd. This was in order to gain a substantive licence and allow the continued provision of all educational courses on behalf of WMP on a secured, long-term scale. The full substantive licence was granted in December 2024 with no further review required until 2027.

As well as gaining our full substantive licence, several areas of best practice were identified by UKROEd during the review and have been rolled out nationally since January 2025.

Course Attendance

▪ Totality of bookings so far	▪ 39792
▪ Totality of courses held so far	▪ 4043
▪ Number of drivers delivered to	▪ 29944
▪ Average drivers delivered to daily	▪ 246
▪ Highest number of daily bookings	▪ 313

Figures as of 18/02/2025

Post course feedback remains consistently high; above national average. The latest figures indicate that 97% of attendees agree that these educational courses have made them consider the impact of their own driving and have a positive effect on it. 98% of those who attend the course would also recommend the SRfWM for driver education courses.

SRfWM currently delivers 80% of our courses virtually, with the remaining 20% held within local community venues across the force area. This has not only forged new partnerships with local grass-root sport venues and charities but also brings money into the communities themselves through hall hire and staffing. Training is delivered in person in Wolverhampton, Solihull, Dudley and Sutton Coldfield, with an additional venue in south Birmingham (Rubery/Northfield) planned in 2025.

Our virtual courses remain highly popular; with a far wider geographic reach. Currently, only approximately 25% attendees have offended within the West Midlands Police force area. The other 75% of bookings are comprised of outer-force offenders.

As part of the project, WMP remain in a period of investment - in systems and workforce - in order to increase relevant enforcement activity.

WMP recognises the need to utilise funds in an open and transparent way, in line with UKRoED restrictions. The use of income generated by Driver Awareness Courses will be determined in conjunction with the OPCC.

4. What action is West Midlands Police taking to prevent vehicles being stolen, and what action is being taken to recover stolen vehicles?

During 2024, the Road Crime Team seized around 265 stolen vehicles worth over £4 million. Furthermore, over £190,000 cash and £1.7 million worth of drugs were recovered by the team, along with 37 weapons.

The top 3 categories for seized vehicles are owing to the vehicles being stolen, uninsured or untaxed. Operation Vantor is a PCC funded collaboration between the police and the DVLA to combat the rise in vehicle crime across the West Midlands region. The operation focuses on identifying cloned and potentially stolen vehicles, which are often unwittingly purchased by innocent buyers.

Specially trained police officers are deployed to inspect and verify suspect vehicles. When stolen or cloned vehicles are identified, they are seized and efforts made to repatriate them with their rightful owners. This joint approach not only targets vehicle crime but also aims to disrupt the organised criminal networks responsible for these offences. Although in its infancy, the operation has seen significant success with a return on investment of approximately £100 of vehicle recovered for every £1 spent.

Roads Policing officers continue to focus activity on burglary and vehicle crime offenders and this has been integral in reducing the volume of car key burglary across the West Midlands. A daily tasking process - with Major Crime and LPA representation - directs resources to emerging crime patterns with bespoke intelligence products identifying suspect vehicles and offenders.

Supplementary Information

Road Safety

Uninsured Vehicles & Drivers

8,512 uninsured vehicles were seized by WMP during 2024, equating to an average of 709 per month. This is an increase of 9 per cent compared to the previous year.

Mobile Phone Use

1,960 drivers were reported for using a mobile phone whilst driving, or not being in proper control of their vehicle, during 2024. This is a 32 per cent increase compared to the previous year.

Misrepresented, missing or obscured number plates

A total of 730 number plate offences were reported by West Midlands Police during 2024. This is a 75 per cent increase compared to the previous year.

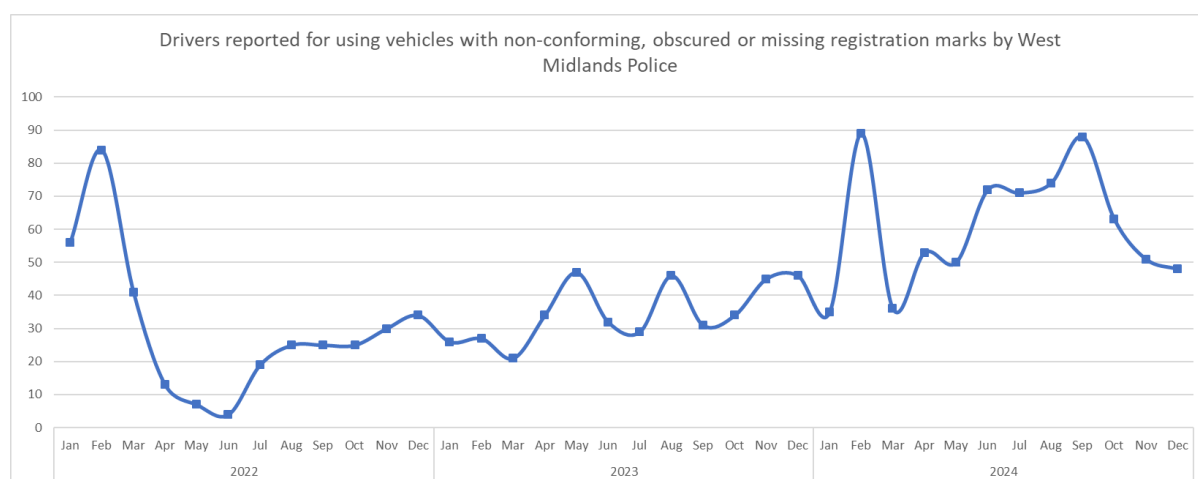


Figure 2. Number of drivers reported for using vehicles with non-conforming, obscured or missing registration marks by West Midlands Police, Jan 2022 – Dec 2024

Serious Collision Investigation Unit

West Midlands Serious Collision Investigation Unit (SCIU) conduct investigations into all fatal or category 1 injury collisions; these include permanent neurological injury, permanent paralysis, loss of sight or hearing and amputation of limb.

SCIU investigations can be criminal or coronial. The teams are all trained Road Death Lead Investigators and will lead the investigation from beginning to end, working closely with the Crown Prosecution Service or HM Coroner.

West Midlands have recently introduced Collision Risk and Collision Prevention Panels following fatal collisions in Birmingham. This is to support the multi-agency approach to reduce KSIs. Following a fatal collision, a Collision Risk Panel will be arranged within 7 days with invites sent to relevant stakeholders. The panel aims to share information regarding the location and to address any risk factors without unnecessary delay.

At the conclusion of the investigation, a Collision Prevention Panel will be convened to share the learning from the investigation and to update partners on any causation factors. This process will provide a forum for learning and responding to collisions from a multi-agency, joint partnership perspective.

Family liaison is a very important and well considered part of the collision investigation process. In West Midlands, we offer a family liaison service for all SCIU investigations. A Family Liaison Officer (FLO) is appointed to an identified point of contact within the victim's family. The FLO's main responsibility is that of an investigator and gathers information about the victim to aid the investigation. The FLO also provides a BRAKE pack (a Road Safety charity) at the appropriate time and will offer signposting services.

In the West Midlands we offer a Victim Support service that is funded by the West Midlands Police & Crime Commissioner. Two victim support workers are employed and will accept referrals from SCIU to support families affected by their investigations. This service provides families with extra support and assistance. The FLO will refer any families who are eligible and live in the West Midlands area.

Road Harm

Off Road Motorcycles

West Midlands Police have the capability of deploying on off-road motorcycles in order to patrol locations which are inaccessible to cars - the fleet currently comprises 12 road and 6 off-road motorcycles.

The motorcycles are used by highly skilled traffic officers to work in collaboration with LPA's to tackle ASB and crime.

In addition, the bikes can also be used to search open spaces, woodland and canal towpaths for missing people.

Bike Safe

For a number of years, West Midlands Police have delivered Bike Safe to the local community. Advanced Police motorcyclists are amongst the safest and most skilled motorcyclists on our roads. Through Bike Safe, they share advanced police motorcycle riding skills to encourage motorcyclists to recognise the value of investing in post-test motorcycle training.

This road safety initiative gives motorcyclists access to motorcycle skills eLearning, a facilitated theory class, an observed ride with an Advanced Police Motorcyclist or a Bike Safe Accredited Observer, and a comprehensive debrief on essential next steps. Workshop participants learn how the skilled application of motorcycle roadcraft is crucial to being a safer and more skilled motorcyclist. Bike Safe workshops cover: attitude, observation, cornering, overtaking, filtering, junctions, group riding, hazard awareness and the system of motorcycle control.

This is an important service as motorcycle accidents present a significantly higher risk than car accidents. Motorcyclists are approximately 27 times more likely to die in a crash than car drivers, highlighting the stark differences in safety between these two modes of transportation. While motorcycles account for a small fraction of vehicles on the road, they contribute to a disproportionate number of fatalities.

E-Scooters

In 2024, there were 25 collisions in the WMP area involving e-scooters in which people were seriously injured, compared with 20 during 2023. 18 of the collisions involved a car and an e-scooter. Two involved pedestrians being injured. The rider was at fault in at least 16 of the incidents.

Approximately 50 e-scooters were seized in the WMP area during 2024.

Safer Junctions

Making roads and junctions safer for everyone is a key part of Road Harm Team deployment principles and is part of the WMP PCC Police and Crime Plan.

The Safer Junction operation focuses on junctions with high numbers of injuries and deaths determined by our KSI data. The operation aims to make junctions safer for pedestrians, cyclists and all other road users. RHPT officers deploy to strategic locations and video red light traffic offences. Officers then intercept the offending vehicle and enforce the red light offence.

Operation Mosedale

Operation Mosedale is a joint operation with Immigration to target individuals that are in the United Kingdom illegally, working illegally and committing various Road Traffic offences in the process. Where possible, the operation also targets those who are exploiting such individuals.

Intelligence suggests that there are a large number of delivery drivers working for companies such as Deliveroo, Uber Eats, Just Eat or similar where the drivers are either here illegally, working illegally and/or committing numerous Road Traffic Offences in the course of making their deliveries due to a lack of valid driving documents and the use of unroadworthy vehicles. Identified traffic offences will be dealt with vehicles seized where powers exist.

Officers intercept vehicles that they identify as being delivery riders/drivers and conduct traffic stops under the provision of s.163 of the Road Traffic Act. Where appropriate, immigration enquiries will be conducted as part of roadside checks. Should the motorist be flagged to immigration, they attend the location and process them, detaining them where necessary.

Operation Revoke

Operation Revoke provides officers with a tool to disrupt criminal activity and remove high risk road users from legitimately using our roads. All drivers have a legal duty to inform the Driver and Vehicle Licensing Agency (DVLA) of any relevant medical condition. Some conditions are notifiable to DVLA per se and others are only required to be reported if they affect their ability to drive safely. However, there are many prolific, high harm and dangerous criminals who have 'undeclared medical conditions', but still continue to drive every day.

Operation Revoke was set up by the Road Harm Policing Team to tackle this issue. By getting licenses revoked, the team aims to reduce the risk of serious collisions through drivers having medical episodes.

Advice is provided on the Roads Policing intranet page on what should be considered for referral. The team processes referrals from officers around the force and, where they fit the criteria, submit them to DVLA to consider revoking licences on medical grounds.

Of the 700 referrals since the inception of Operation Revoke in 2018, 349 have resulted in licences being medically revoked and 188 have had medical stops or restrictions placed upon the licence holder.

Community Speed Watch

Community Speed Watch is a community driven road safety initiative which empowers community volunteers to address their concerns about inappropriate traffic speed around their places of work and/or residence, with the support of WMP.

It is a centrally controlled scheme which is easy to follow with locally identified leads to administer training to their volunteers and to run CSW groups within their communities.

RHPT are responsible for training the local identified leads, providing ongoing support and keeping a central record of trained officers, trained volunteers and CSW results.

Data from CSW is used to identify opportunities for prevention and/or enforcement activity.

Trucam SpeedWatch devices purchased by the PCC have been delivered to the LPA's. The Road Harm Team supports the use of the devices with training delivered to both local police officers and communities. Training is planned throughout 2025 and this will increase speed enforcement opportunities.

The use of the devices is increasing and performance data will continue to be tracked with the use of a QR code. The latest quarterly figures (January-March 2025) confirm a total of 29 Trucam speed operations conducted - with 436 vehicles checked and 170 vehicles found to be driving at excess speed. This is a significant increase in activity when compared with the previous quarter - when 6 speed operations were conducted with 206 vehicles checked and 17 vehicles found to be driving at excess speed.

Monthly LPA Meetings - chaired by the Roads Policing Unit Chief Inspector - ensure monitoring and governance. A proposal is currently being considered to develop the role of Street watch/Speed watch co-ordinators on LPAs to ensure activity in this space is focused.

'Close Pass' Operations

'Close Pass' operations consist of an officer 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 to a nearby site where the driver completes an eyesight test and is educated in how to safely share the road with cyclists.

Responsibility for conducting 'Close Pass' operations, is held by the WMP Road Harm Prevention Team. This initiative has won praise and awards from across the UK and has been implemented by most police forces nationally. This operation is an important step towards changing driver behaviour and is in line with the new Highway Code, supporting the move to green transport options in our region.

A cadre of Police officer and staff pedal cyclists who can support 'Close Pass' is being developed and maintained in order to enable deployment to more frequent operations.

Operation Zig Zag

The Road Harm Prevention Team worked in collaboration with West Midlands Police Led Prosecutions (PLP) and the Traffic Investigation Office to devise Operation Zig Zag.

Operation Zig Zag was designed to protect pedestrians (the most vulnerable road users) 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.

Officers deploy in high visibility at 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.

Operation Zig Zag is used to good effect at key locations where KSI collisions have been prevalent and provides positive reassurance to the community that West Midlands Police is taking positive action in problem areas to prevent collisions.

Update on Multi-Agency Road Safety Operation (MARSO)

The Multi-Agency Road Safety Operation (MARSO) gives Local 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.

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 Local Policing Teams and multiple key partner agencies, who deal with the vehicles and occupants.

This tactic illustrates the value of working with key partners which 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.

MARSO operations are conducted on a weekly basis throughout the Force area and on a cross border basis in conjunction with surrounding forces.

Community Engagement

The West Midlands Police Road Harm Prevention Team engages in various community-focused initiatives to enhance road safety and reduce traffic-related incidents. Key activities include:

Virtual Reality (VR) Education: Officers utilize VR technology to immerse students in realistic scenarios, such as the consequences of Poor driving, Drink and Drug Driving and Using Mobile phones whilst at the wheel. There is also a sense of inclusion within the VR environment, which fosters empathy and educates young people on making safer choices. This VR technology was funded by the PCC.

Community Workshops: Collaborations with local schools and Council road safety teams, along with family hubs, provide interactive sessions where young community members engage with Police, their equipment and learn about road safety. Families are encouraged to ask questions and explore how Police vehicles differ from their own. Officers have worked together with cycling groups to develop road safety messages for Operation Close Pass.

Public Awareness Campaigns: In line with NPCC strategies, material has been distributed to raise awareness about; the dangers of driving under the influence, tyre safety, mobile phone use, speeding and the use of seatbelts. Campaigns are supplemented by real-life stories which emphasise the consequences.

Officers also attend shows and exhibitions, working alongside partners to reinforce road safety messages. These initiatives reflect the team's commitment to proactive community engagement and the utilization of innovative technologies to promote road safety.

Street racing

The tactical delivery of Operation Hercules was adopted by Roads Policing in September 2022, with the Road Harm Prevention Team co-ordinating this activity. Street racing continues to be a challenge across the force and the team work tirelessly to reduce this activity by conducting proactive patrols at key locations on days when it is most prevalent.

The team attend multi-agency meetings with local Councils and businesses across the Force, addressing community concerns and target hardening locations currently used for street racing.

On 27 February 2024, Birmingham and Black Country local authorities, in conjunction with West Midlands Police, were successful in obtaining two Section 222 High Court Street Cruising injunctions. The team have utilised the powers under the terms of the injunctions resulting in 45 offenders having since been arrested.

There have been 9,308 reports of vehicles racing in the West Midlands over the last 3 years. This is a reduction of 22.5% compared with the 3-year period reported on in the previous Safer Travel report presented to the Strategic Police and Crime Board.

In partnership with West Midlands Fire Service and six local authorities, 17 diversionary programmes have now been delivered, with 250 identified street cruiser/street racers having attended these courses. A staged intervention approach is taken towards civil interventions for those observing or taking part in street racing activities.

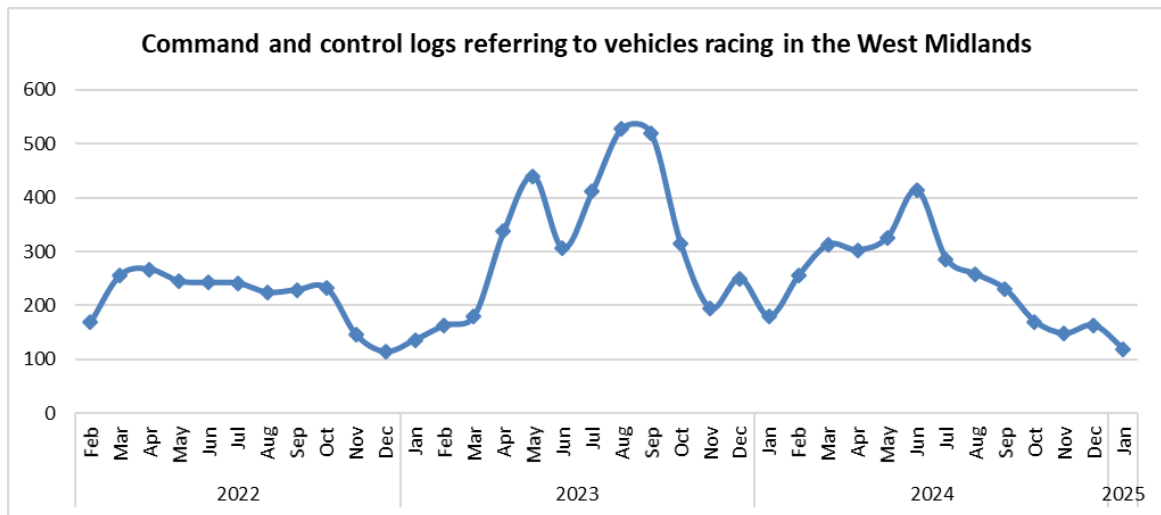


Figure 8. Number of command and control logs referring to vehicles racing in the West Midlands, Feb 2022-Jan 2025

Author(s): **Mike O'Hara - Assistant Chief Constable (Operations)**
Gareth Mason - Superintendent (Head Of Roads Policing)