



Accountability and Governance Board

Notes of the Meeting

Tuesday 22nd April 2025

These minutes provide a summary of key points raised during the meeting.

1	<p>Attendance</p> <p>Claire Bell (Assistant Chief Constable, WMP) Keeley Bevington (Chief Inspector, WMP) Simon Foster (Police and Crime Commissioner, OPCC) Alethea Fuller (Deputy Chief Executive, OPCC) Peter Gillett (Director of Commercial Services, WMP) Jane Heppel (Chief Financial Officer, OPCC) Jemma Hodgson (Head of Property & Estates Management, WMP) Amy Newman (Estates Strategy Delivery Manager, WMP) Natalie Queiroz (Victims' Advocate, OPCC)</p> <p>Apologies</p> <p>Wasim Ali (Deputy Police and Crime Commissioner) Scott Green (Deputy Chief Constable, WMP) Craig Guilford (Chief Constable, WMP) Jonathan Jardine (Chief Executive, OPCC) Andy Kelly (Assistant Director Corporate Asset Management, WMP) Gareth Mason (Superintendent, WMP) Mike O'Hara (Assistant Chief Constable, WMP)</p>
2	<p>Notes of last meeting</p> <p>The notes of the last meeting were approved.</p>
3	<p>PCC Update</p> <p>The Commissioner provided an update which covered the following:</p> <ul style="list-style-type: none">I. In 2024, £2,053,430 was passed onto the treasury by West Midlands Police following fixed penalty fines for motoring offences in the region. A similar picture is emerging this year with £287,950 already having been sent to the treasury this year. The PCC will continue to campaign for the retention of this money within the West Midlands region and to reiterate to the government that this money should be reinvested into preventing and tackling crime within the region it was obtained. This money could pay for additional enforcement and prevention. The PCC and West Midlands Police have committed to halving the number of people killed or seriously injured on roads by 2030, and eliminating all deaths and serious injuries by 2040. The Commissioner called on the government to back this commitment by allowing West Midlands Police to retain money obtained through fines and reinvest this money in road safety.II. The PCC launched a new Police and Crime Plan in Sandwell on 26th March 2025. Key partners, stakeholders and community leaders were invited to attend.

	<p>Commitments included rebuilding community policing, preventing and tackling violence against women and girls, preventing and tackling youth violence and knife crime, bringing offenders to justice, prioritising the rights and welfare of victims, reducing the number of people killed and seriously injured on roads. The PCC is committed to constant action to prevent and tackle crime and promote community safety.</p> <p>III. On 3rd April 2025, the PCC appointed Natalie Queiroz MBE as Victims' Advocate. The rights and welfare of victims and survivors is a priority and Natalie's lived experience will be invaluable in ensuring the voices of victims and survivors are heard and acted upon. Natalie will be a powerful champion of victims and survivors across the West Midlands.</p> <p>IV. On 10th April 2025, an additional 150 neighbourhood police officers were secured following a bid jointly submitted to the Home Office by the Chief Constable and the PCC. This was part of the government's Neighbourhood Policing Guarantee, a pledge to deliver extra officers into communities. 139 existing officers will also be redeployed to neighbourhood roles and there will be 20 new PCSOs. This will contribute to rebuilding community policing. West Midlands Police has 700 fewer police officers and 500 fewer PCSOs than in 2010, despite other forces having more officers than ever.</p>
4	<p>Chief Constable Update</p> <p>The Chief Constable update was delivered by Assistant Chief Constable Claire Bell, and covered the following:</p> <p>I. The new performance and financial year has now begun. The previous year was one of continuous improvement. There were reductions in all crime types except for retail crime. Overall recorded crime was reduced by 5.8% and the outcome rate for all crime rose to 12.8%. There was a reduction in robbery of 19.5% and an outcome rate of 16.3%. There was a reduction in burglary (dwelling) of 21.75% and an outcome rate of over 10%. There was a reduction in theft of motor vehicles by 8.7% and an outcome rate of 5.1%, and a reduction in theft from motor vehicles of 17.4% and an outcome rate of 2.8%. There was a reduction in theft from person of 25.7% and an outcome rate of 5.8%. Overall serious youth violence was reduced by 12.73%, including a 17.9% reduction when a knife was used, with an outcome rate of 13%. Domestic abuse saw a reduction of 5.2%, with an outcome rate of 9.3%. Theft from shops and stores increased by 34.5%, with an outcome rate of 23%. All of the outcome rates are an improvement on the previous year.</p> <p>II. Bin strikes are continuing across Birmingham. Operation Dusker, led by ACC Mike O'Hara, is the policing response to the ongoing strikes and picket activity at three refuse sites in Birmingham. West Midlands Police continue to have a full Gold Silver Bronze command structure and resources are deployed on a daily basis. The Chief Constable has specified that the response has been fair and proportionate. Picket activity and the policing response have been kept under constant review. There has been serious disruption to the community in Birmingham, and a major incident has been declared by Birmingham City Council. West Midlands Police are in regular contact with stakeholders and the Local Resilience Forum has supported the coordination of a multi-agency response.</p> <p>III. Funding has been provided under the government's Neighbourhood Policing Guarantee to recruit 150 additional police officers and 20 additional PCSOs. Recruitment will take place in a timely fashion, and will increase visibility and accessibility at the local level, working with local partners and communities to solve local problems, such as driving down neighbourhood and street crime, retail crime, and anti-social behaviour.</p> <p>IV. The bank holiday weekend was steady, with well-spirited football games and well-behaved fans.</p>
5	Questions from AGB members

	<p>The questions raised similar matters, so were asked together and a consolidated reply was provided.</p> <p>Question 1: Anti-social behaviour, drug offences, and shoplifting offences (asked by Simon Foster, Police and Crime Commissioner)</p> <p>How are West Midlands Police addressing the rise in anti-social behaviour incidents, drug offences, and shoplifting offences across the region? Specifically, what factors have led to significant increases in anti-social behaviour in Walsall and Wolverhampton, as well as drug crimes and shoplifting in Walsall?</p> <p>Question 2: Business Crime and shoplifting offences (asked by Simon Foster, Police and Crime Commissioner)</p> <p>What specific actions are West Midlands Police taking to understand and address these increases and mitigate further rises in Business Crime and specifically shoplifting offences?</p> <ul style="list-style-type: none"> • There is a hope that the additional officers obtained through the Neighbourhood Policing Guarantee will help to address these issues. • Anti-social behaviour is recorded and reported slightly differently, and the increase can be broadly attributed to a renewed focus on correctly grading and categorising incidents. Improvements have been made to response times to all incidents, and response times to anti-social behaviour incidents are on the higher end compared to other types of incidents, for both emergency and priority responses. Removing barriers for the public has increased the speed and accuracy of responses to anti-social behaviour incidents, and there are a number of channels for these incidents to be recorded. • There has been a purposeful approach by Wolverhampton Local Policing Area, working with the local authority and partners, because of a higher level of community engagement. PACT meetings have been renewed and further reporting has been encouraged. • A particular rise in March 2025 may be attributed to unseasonably warm weather. • In Walsall, there have been a number of bespoke operations and multi-agency patrols around off-road bikes and public transport. The OPCC have provided additional funding in Walsall under Operation Prosper. • A recent HMICFRS report alluded to greater public reporting as a sign of increasing confidence in policing. More officers and staff are locally based as a result of changes to operational structures two years ago, leading to increased recording and reporting. • Drug offences are recorded and reported as state-based offences, and are not reported by victims. Therefore, policing activity drives up reporting. • There has been increased capacity and speed in Walsall around responses to organised street gangs. There have been additional patrols and resources, and increased reports and arrests. • The Major Crime Unit takes a whole system response to serious and organised crime, and there is crossover between activity. Activity at the local level is leading to greater detection and identification of drug offences. • Retail crime covers a broad area, and there have been reductions in all business crime except for theft from shops and stores. Violence with injury has decreased by 7.3%, business robbery has decreased by 2.1%, arson has decreased by 7.4% and burglary from business premises has decreased by 9.6%. The increase in theft from shops and stores can be attributed to the operating model, and increased engagement with retailers. There have been huge increases in outcome rates and response times have also improved. • Walsall has seen a particular increase as a result of encouraging reporting from retailers. The Offender to Recovery Programme is now progressing in Walsall. • There is now a Business Crime Coordinator in Wolverhampton to build cases and ensure that cases are 'charge-ready' when offenders are arrested. There can be a
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	<p>cycle of sentencing relating to retail crime, and the Offender to Recovery Programme aims to tackle this.</p> <ul style="list-style-type: none"> There is a Business Crime Delivery Plan in each policing area, meeting on a quarterly basis, led by Lisa Robson, Business Crime Lead, working closely with retailers locally, regionally and nationally. There have been meetings with the Home Office around the role that larger retailers can play in reporting offences. A package has been developed for retailers around gathering and providing evidence. There has been engagement with the Criminal Justice System around retail offenders. There is also work ongoing with the OPCC to support training for retailers and staff.
6	<p>Estates Presented by Amy Newman, Estates Strategy Delivery Manager</p> <p>This item was presented by Amy Newman. The following discussion took place:</p> <p>Can updates be provided on six additional disposals, and can examples be given of the seven disposals carried out using the social value matrix?</p> <ul style="list-style-type: none"> Since the paper was submitted, disposals have been completed for Harborne, Canley and Steelhouse Lane. Sites that have gone through the social value matrix have been Harborne, Canley, Steelhouse Lane, Ladywood, Sutton Coldfield, Windmill House and Bradford Street. Aldridge and Smethwick are currently on the market and will go through the social value matrix process. The social value matrix has become part of the standard process and is working well. <p>When were classification levels one to four adopted? Can you provide examples of how the scoring matrix has contributed to the appropriate design of security and resilience applied to properties? What are the four classification levels? What are the benefits of this approach?</p> <ul style="list-style-type: none"> The classification levels were adopted last year. Before, the process had not been formally documented. The questions have now been set and are reviewed. All overt properties have been assessed. There may be some sites with significant security and resilience measures in place. In terms of refurbishments, the team can review classification levels to be specific about what measures are needed. Some properties belong to partners, so security measures are adopted differently, complementing existing measures. 1 refers to the highest security level, for example sites with custody facilities or public contact offices, and 4 refers to the lowest security level, for example partner sites which may have their own security measures in place. <p>Are there any examples of how the social value matrix has played out in terms of the destination of properties and what purpose they will have following disposal?</p> <ul style="list-style-type: none"> The market has been tested around evidencing social value. Sutton Coldfield is a good example of a property which will be of great value to the community in the future, and a good example of where the social value matrix process has worked well. <p>The PCC noted that some projects have resulted in disposals which mean that housing can be developed.</p> <ul style="list-style-type: none"> One example is Harborne, where there will be increased retirement housing. <p>There is reference to the proposed upgraded building management systems, are you able to say what that means and involves?</p> <ul style="list-style-type: none"> Action: Amy Newman to get a follow up answer on this question. Technology is being used to operate key heating and other energy systems, linking back to HQ to monitor energy usage on a dynamic basis and maximise energy efficiency at the right times. The estate covers new and older buildings so a flexible approach is needed in terms of building management systems.

	<p>Acknowledging the challenges of business continuity and delivery timeframes, and considering that heating systems will have to be replaced, when and how will these replacements take place?</p> <ul style="list-style-type: none"> • When undertaking the initial scope for a refurbishment project, it will be considered whether heating systems need replacing. If they are not near the end of their life, the decision may be made to not replace these systems. • Where systems are old and at risk, portable package boilers can be deployed. Portable heaters and air con can also be quickly deployed in the event of unplanned service failure. Where gaps in service are anticipated, resilience measures will be planned accordingly. • When the next stage of the Estates Strategy comes about, other sites will be considered which have not formed part of this strategy. Some sites will need new systems, and may be suited for supporting the Environmental Strategy. <p>When will Wolverhampton and Stechford refurbishments be completed and what are the interim plans? Both sites have custody facilities, and therefore certain challenges may arise.</p> <ul style="list-style-type: none"> • Both sites are more complex because of the need to maintain an operation policing presence during refurbishments. Both sites have custody facilities and public contact offices. There will be a sequential refurbishment of different parts of the buildings and functions will be moved around within the buildings. Appropriate business resilience measures will need to be in place, and there may be a need to fall back on business continuity measures for wider custody facilities and public contact offices. • The estimated timeframes for the two refurbishments are 12 to 18 months. <p>What reassurance can you provide to members of the public? What reassurance can you provide from an operational policing perspective about the capability of the two sites during the refurbishments?</p> <ul style="list-style-type: none"> • Both sites will maintain public contact offices and neighbourhood policing and response functionality during the refurbishments. There are no plans to relocate these services offsite. <p>There is a proposal for co-location to be replicated at Aldridge. How have co-locations worked elsewhere in the West Midlands area?</p> <ul style="list-style-type: none"> • They have worked well, and the fire service are keen to expand co-locations. Conversations are ongoing around future sites, and around branding and corporate image. There is a delicate balance to be achieved around housing equipment not previously kept in co-located sites. <p>There is reference to capital receipts in excess of £17million, and ongoing revenue savings of £1.8million, and right-off backlog maintenance liabilities of £5.5million. What are the intentions in terms of capital receipts being reinvested into policing, and to what benefit?</p> <ul style="list-style-type: none"> • Capital receipts have formed an important part of funding for capital investment. Where a building is declared surplus to requirement, capital receipts are maximised, with the importance of social value recognised. <p>The West Midlands Police Command and Control and Call Handling now being centralised at one location, Park Lane. What have been the benefits of that process?</p> <ul style="list-style-type: none"> • This has brought resilience and consistency. Calls fluctuate and there can be differences of up to 1000 calls to 101 from one day to another. There can be technical issues. Being in one location allows for the movement and management of staff in an easier way. There is greater supervision and resilience, bringing consistency across Local Policing Areas. There is now a single response channel for each Local Policing Area, which has been a benefit for local officers. This has benefitted the public by improving call response times. <p>What have been the benefits of the expansion of custody facilities?</p> <ul style="list-style-type: none"> • Custody requires transporting people, and time spent travelling to custody blocks can reduce efficiency, so having more facilities across the area is beneficial. There is now an average arrest rate of 155-175 people per day, more offenders are being
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	<p>arrested and there are fewer outstanding offences. Wait times in custody are also lower, at around 25 minutes over the bank holiday weekend. Efficiency and safeguarding have been maintained.</p> <p>The custody facility at Bourneville Lane has been refurbished, and is now open and functioning. What was the cost of the refurbishment?</p> <ul style="list-style-type: none"> The overall cost will be within the approved range, at around 1.3 million. This includes operational requirements and HMICFRS compliance. The final cost will be shared once all invoices have been approved. <p>There is reference to proposals to extent the current number of public contact offices from 10 sites to 13. The three sites benefitting will be Digbeth, Erdington, and Willenhall Coventry. Can you give more details around the timescale and planning? Will there be restricted times at other sites to facilitate?</p> <ul style="list-style-type: none"> These changes will improve the ability of the public to access services. Three locations will have their hours extended, and there will be some minor adjustments to opening hours at some existing sites to ensure wider reach. Looking at overall demand, the public will have greater access to services. Digbeth will come online in around the next month. Willenhall Coventry will come online in summer 2025, coinciding with the reopening of the custody block where upgrades have been undertaken. For Erdington, the scale of the refurbishment will dictate the timeline, but the extension of public contact hours will begin in 2026. Work will continue with the Local Policing Area, and the OPCC. <p>What resources would you ask local authorities to provide in supporting growth, and how would a section 106 help in investing in providing a policing service?</p> <ul style="list-style-type: none"> The role of the OPCC in linking with local authority partners to maximise private sector local developer contributions is important. It is argued that section 106 contributions are important for policing just as they are for other parts of the public sector, as growth in housing and real estate developments have a direct impact on policing demands, as with other public sector services. Examples include one-off equipment purchases, ANPR cameras, CCTV systems, police station assets, and EV charging infrastructure. These investments do not cost the local authority money, as funding comes from developers over a period of time <p>The OPCC will continue to pursue that area of work.</p> <p>The Commissioner delivered a statement on Brierley Hill and Sutton Coldfield police stations, both of which have been subject to recent comment by locally elected representatives:</p> <ul style="list-style-type: none"> Brierley Hill Police Station is neither fit for purpose nor policing. This assessment is based on the independent, impartial and objective operational policing judgement of the Chief Constable, and West Midlands Police Estates Team. Brierley Hill Neighbourhood Policing Team will be relocated locally to a suitable alternative base, and will continue to be located within the community, ensuring a visible police presence. Response teams within Dudley LPA will continue to provide emergency and priority 24/7 policing to the people of Brierley Hill. The proceeds of sale from the disposal of the building will be reinvested into policing, which will be welcome as the West Midlands Police budget remains under pressure. The PCC is delivering on the long-standing pledge to retain a police station in Sutton Coldfield. The police station will be relocated 300 metres away from its current location, to a suitable alternative location in the town centre. This decision was based on the independent, impartial and objective operational policing judgement of the Chief Constable and West Midlands Police Estates Team. The new site will continue to be open to the public, and will house neighbourhood and response officers within the community they serve, as well as a criminal investigations team. Less than a quarter of the existing building is currently in use as a result of the previous government's cuts to police budgets. The proceeds of sale from the disposal of the building will be reinvested into policing, which will be welcome as the West Midlands Police budget remains under pressure. Sutton Coldfield will continue to have a
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	reassuring and visible police presence based in the town centre and serving the local community.
7	<p>Safer Travel Presented by: Chief Inspector Keeley Bevington</p> <p>This item was presented by Chief Inspector Keeley Bevington. The following discussion took place:</p> <p>Reducing the number of people killed or seriously injured on roads is a top priority of the Police and Crime Plan. This responsibility does not lie solely with West Midlands Police. There is a national, regional and local responsibility, and collaboration with partners is essential, including elected representatives, local authorities, the Combined Authority, the British Transport Police, transport operators, National Highways, and individuals.</p> <p>A reduction of 25% in Violence Against Women and Girls (VAWG) has been cited. To what can this be attributed?</p> <ul style="list-style-type: none"> The Safer Travel Team, through the monthly tasking process, have become able to use analytics to identify hotspots where there can be a focus on VAWG. The team is not huge but they work with the Local Policing Areas and with neighbourhood officers. This reduction can be attributed to specific targeted operations on public transport, particularly on buses. <p>Two campaigns have been identified: Stop Hate Crime and Project Empower. How would you assess the importance of those campaigns?</p> <ul style="list-style-type: none"> There is an Education Officer and a Communications Officer on the Safer Travel Team. Officers and PCSOs are working with colleges and universities, and awareness from communities of reporting mechanisms is increasing. <p>There is reference to an expansion in December 2024 of the number of transport safety officers from 10 to 16. How do these officers work within the team?</p> <ul style="list-style-type: none"> Transport safety officers are co-located in same building as safer travel officers and PCSOs, meaning there is a personal relationship and an understating of strategic priorities and offence locations. They are able to work across increased locations, but also to prioritise certain areas where offences are happening. <p>How do technological advancements such as AI software and CCTV networks come together to provide faster response times?</p> <ul style="list-style-type: none"> Technological opportunities are available in co-located areas. The Safer Travel Team are looking to work closely with the force contact centre to identify preventative opportunities and offences. There is an enhanced ability to respond to incidents immediately. <p>There has been an increase in the Road Harm Prevention Team. Operation Scalp tackles uninsured driving and Operation Hercules tackles street racing. Aside from these two operations, what else does the Road Harm Prevention Team do?</p> <ul style="list-style-type: none"> The Road Harm Prevention Team consists of traffic officers with specific skills. The team can conduct targeted operations around off-road bikes. They work alongside partners to target vehicles, utilising police powers alongside other powers. The team also do work on education, attending community events, providing engagement opportunities, and encouraging communities to get involved with operations such as Speed Watch. <p>Two public concerns include uninsured drivers and street racing. Could you give more information on the work being done around these two issues?</p> <ul style="list-style-type: none"> The police receive many reports around uninsured drivers, and this has always been a priority. The Motor Insurers' Bureau have provided some funding, which has been utilised for targeted operations.

	<ul style="list-style-type: none"> Some areas within the West Midlands stand out in terms of numbers of uninsured vehicles. Data is being used to understand where these hotspots are, move vehicles, and prosecute drivers. When vehicles are seized, they can be used for education campaigns, or revenue can be reinvested. Operation Hercules targets street racing. Work has been done with partners around an injunction awarded by the Court. The Road Harm Team has grown to two teams, meaning that operations have been extended to weekends and nights, when street racing is more prevalent. Both covert and overt operations have been carried out, utilising CCTV, and public reporting through Operation Snap. Expertise is being shared regionally and nationally, and a focus is applied to hotspots. <p>A UKROEd training license has been awarded. What does that enable West Midlands Police to do?</p> <ul style="list-style-type: none"> The license allows the delivery of driver improvement courses, which are compliant with the delivery required. Areas of best practice were identified in the awarding process and have been shared wider. 25% of course attendees are West Midlands offenders, and 75% of attendees are offenders from other force areas. This forms part of education around improved attitudes to driving and understanding of risks and consequences. <p>How many different courses are provided?</p> <ul style="list-style-type: none"> There are different courses aimed at motorway speed awareness, compared to speed awareness on the road network. An expansion is planned of enhanced courses in the future. <p>How is income generated by the Commercial Vehicle Unit and reinvested?</p> <ul style="list-style-type: none"> The Commercial Vehicle Unit have the skillset to escort abnormal loads. Businesses will register that they are carrying an abnormal load, and it can be escorted by the police. There is a cost implication for businesses, which is standardised nationally. This money can be redistributed and spent accordingly within road safety. <p>There has been an uplift in the Road Harm Prevention Team. There are now two teams, with eight additional officers and one additional sergeant. Within the Road Crime Team, there is reference to an expansion to a third team, bringing the three teams to 24 officers and three sergeants in total. Is the third team in now place?</p> <ul style="list-style-type: none"> The Road Harm Prevention Team has increased from one sergeant and 10 officers, to two sergeants and 18 officers. The third team will be active from 1st May 2025. There will be three sergeants and 24 officers specifically working alongside other agencies such as the Regional Organised Crime Unit. <p>How does the 24/7 Interceptor Team fit into that structure and how many officers are in that team?</p> <ul style="list-style-type: none"> The 24/7 Interceptor Team consists of 10 sergeants and 100 officers, working closely with Staffordshire Police and other regional areas. These officers cover the motorway network as well as the road network. <p>In terms of serious youth violence, what assurance can be provided around the work of the Safer Travel Team, linking in with Operation Guardian and the work of the Violence Reduction Partnership?</p> <ul style="list-style-type: none"> This work is very interlinked. Operation Guardian is implemented in priority areas where serious youth violence hotspots are evidenced. Resources are focused on areas where communities are impacted. There is an opportunity to work across two locations, or to work together to lock down one tighter location. Hotspots are identified by a number of assets, including the Safer Travel Team. Safer Travel and Operation Guardian are not restrained by responding to members of the public.
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	<p>There is reference to passengers feeling unsafe, despite the introduction of enhanced security measures. A tracking survey has taken place, which highlights young women feeling unsafe on public transport, particularly when travelling on and waiting for services. Crime levels remain exceptionally low on public transport, with crime per passenger at a fraction of one percent. How do you reconcile continued feelings of lack of safety with data suggesting exceptionally low crime on public transport?</p> <ul style="list-style-type: none"> • The data around perception of crime is disappointing, but data around actual crime is significantly lower. West Midlands Police's ability to influence rail is limited, as this falls under the British Transport Police. The Safer Travel Team consists of the British Transport Police and West Midlands Police, with a focus on areas outside of the rail network. • There are campaigns to reach a wider audience around perceptions of crime, but this remains an area of focus. Figures are exceptionally high in hours of darkness. There are opportunities, such as increased CCTV, to increase perceptions of safety in vulnerable spaces. <p>It is good to see a reduction in VAWG, but women and young girl still feel unsafe travelling on and waiting for services. Do you perceive a particular campaign to increase feelings of safety?</p> <ul style="list-style-type: none"> • There is work around targeting locations where people feel vulnerable. Project Empower works around young people's perception of vulnerability and risk, within schools, colleges and universities, to understand issues and provide crime prevention and personal safety advice. There is hope that awareness of this campaign will increase and that it will be able to deliver this change in perception. <p>How do West Midlands Police measure compliance with Right Four of the Victims Code in terms of when it comes to victims of serious road traffic collisions, and how do West Midlands Police give appropriate advice to victims and their families?</p> <ul style="list-style-type: none"> • The Serious Collision Investigation Unit is a specific unit dealing with people killed and seriously injured in road traffic collisions. The team has six family liaison officers allocated to the families of victims to ensure an enhanced offer and to ensure that these incidents are taken seriously. • The Serious Collision Investigation Unit have been recognised for their delivery, and work on bringing justice to victims, having won an award for investigation team of the year. • Family liaison officers have immediate contact with families of victims and can have conversations around the specific needs of individuals. Victims' Support also offer services to victims of all crimes. <p>Are statistics around compliance with Right Four collected?</p> <ul style="list-style-type: none"> • Contact with family liaison officers is documented and audited, and every instance of contact is detailed and recorded. Previously, a sergeant has been invited to an OPCC meeting to ensure development of feedback opportunities from victims around service delivery. • It is known that the advice is given, and further work can be done to ensure that this advice is delivering for victims. • There was a victims update at the last meeting, which alluded to procurement being undertaken allowing for further victim insights for all types of crime. It will take time to get the right service level in relation to this. <p>The number of people killed and seriously injured remains high, despite advances in motor vehicle safety. Why is this and what needs to be done to reduce this number?</p> <ul style="list-style-type: none"> • One factor is increased road use. There were reductions during Covid because of reduced road use. • Another factor is driver attitudes. Work in education around attitudes to driving and consequences is important. One campaign, Harry's Story, was particularly hard-hitting and was presented by the family of the victim. Families want to be involved in order to spread messaging around consequences.
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	<ul style="list-style-type: none"> • Training and education opportunities are important, as well as enforcement and prosecution opportunities. <p>The successes of Operation Snap have been detailed. Given its success, should this operation continue to be supported?</p> <ul style="list-style-type: none"> • Operation Snap has been really impactful. Community members identify hotspot locations around driving offences, and people can feedback and see an outcome as a result. Communities can work closely with West Midlands Police to provide evidence and are able to see that enforcement or education has been provided. • Continued investment in Operation Snap is key. <p>What do reviews and assessments tell us about what works in terms of tackling anti-social behaviour.</p> <ul style="list-style-type: none"> • Visibility of officers is important, but officers can't be in every location. Enhanced IT, (such as CCTV) and opportunities to work with partners, can lead to greater impacts. <p>There is reference to the Joint Working Agreement. What is that and what recent positive progress has there been?</p> <ul style="list-style-type: none"> • There is a need to work in partnership around tackling road safety. The Joint Working Agreement asks local authorities and partners to sign up to work with West Midlands Police around the priorities identified around the road and transport networks. Nearly all signatures have been received. There is a need to understand that what partners are agreeing to is achievable. The Gold Meeting ensures that partners are involved in identifying what this offer can and will be. • In the Regional Community Safety Partnership meeting, road safety was not mentioned as much, perhaps due to a delay in arrangements. The governance structure has not yet been finalised. • Community Safety Partnerships have carried out consultations following the launch of the new Police and Crime Plan. Road safety has been highlighted as a priority. There was discussion around taking road safety and the Joint Working Agreement as an item to the next West Midlands Community Safety Partnerships meeting, to put this on the radar as a PCC priority and to find out what Community Safety Partnerships are doing locally. <p>Which team is responsible for the enforcement of Operation Triton?</p> <ul style="list-style-type: none"> • Operation Triton is cross-sectional across all teams, but is a particular priority for the 24/7 Interceptor Team. It is a priority in terms of tackling fatal four offences. <p>How has the 50% increase in the use and availability of ANPR camera technology been achieved and funded? How does this feed into Project Olympus?</p> <ul style="list-style-type: none"> • Local authorities in partnership with Local Policing Areas have increased ANPR capabilities. • There is work ongoing with Force Contact. ANPR data is brilliant but analytical capability is needed alongside this data. An ANPR Intelligence Team sits within Force Contact to analyse data and ensure that communication is efficient and best utilises skillsets. • The next update will be able to provide increased evidence around what this has been able to deliver. • Project Olympus is still early on. It sits within a project around new enhanced camera systems, supporting ANPR and analytics and using data to understand the targeting of vehicles around serious organised crime. More updates will be identified in the next paper. • Action: Force to provide a further update around the specific numbers of ANPR cameras and the funding of these. <p>How are West Midlands Police responding in regards to Section 163 of the Sentencing Act 2020, which provides that a court may impose a driving disqualification order on a person convicted of an offence, instead of or in addition to other measures?</p> <ul style="list-style-type: none"> • The NPCC letter was shared with supervisors.
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	<ul style="list-style-type: none"> • The Road Harm Team look at prevention opportunities, and have been tasked with looking at how the disqualification power can be used in terms of tackling VAWG, and targeting offenders through other avenues. • Work is needed to fully understand the legal implications, and the link to roads policing. Work will be done to understand this more through NPCC leads, in order that advice can be targeted accordingly to staff. <p>UKROEd have a formula in place concerning income generated from awareness courses. What is this formula and what are the consequences and implications in terms of restricting the reinvestment of revenue generated?</p> <ul style="list-style-type: none"> • Action: Force to come back with an answer to this question. • On the Financial Governance Board, there is a standing item on income generation. The associated income around these schemes will be included, to give assurance in terms of compliance with the formula. <p>The app for Section 163 of the Road Traffic Act around stops has been a work in progress for some time. Is an update available?</p> <ul style="list-style-type: none"> • The app remains under project and work is ongoing. It is a priority and has been chased. From IT perspective it has been difficult to achieve, but work is being undertaken alongside IT to progress the app as quickly as possible. <p>The number of offences passed to the Central Ticket Office has increased by 23%. This has been a result of enforcement mechanisms. Can we expect additional enforcement in 2025?</p> <ul style="list-style-type: none"> • The Central Ticket Office has grown. The Camera Enforcement Unit look at the opportunities around camera vans and the Central Ticket Office process offences identified. • The increase has been a result of increased cameras, enforcement of the national speed limit, and targeted work towards Vision Zero. • Recruitment drives are ongoing for the Camera Enforcement Unit and the Central Ticket Office. <p>The purpose of this work is to reduce crime and anti-social behaviour, and to reduce the number of people killed and seriously injured on roads.</p> <p>What has changed in terms of the enforcement of the national speed limit on motorways?</p> <ul style="list-style-type: none"> • The opportunity has always been available, but capacity has meant that it has not always been delivered on. West Midlands Police are now able to deliver on this because of growth and a focus in this area. <p>In terms of speed awareness courses, 75% of attendees are out of force offenders. Is there a reason for this?</p> <ul style="list-style-type: none"> • The feedback received around the courses has been positive and areas of best practice have been identified, and therefore people are choosing Safer Roads West Midlands as a provider. <p>Can more information be provided about the new innovation of the Collision Risk Panel and Prevention Panel?</p> <ul style="list-style-type: none"> • The Collision Risk Panel sits within seven days of a fatal road traffic collision. This is currently only in Birmingham but the plan is to extend to other Local Policing Areas in the future, so that the offer is standardised. • All of the directors from the four local authority areas have attended every meeting, showing commitment to the aim. This partnership meeting includes the Fire Service, the Coroner's Office, and other partners, who offer insights into why the collision happened, and provide education and immediate review opportunities. • In the longer-term, recommendations are considered so that wider learning is embedded. Actions are set, monitored and audited, so that there is both an immediate and a long-term response. • This has enhanced the existing working relationship and introduced a governance structure.
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	<p>The Risk Panel is convened within seven days to determine immediate opportunities. When is the Prevention Panel convened and what is the difference between the two?</p> <ul style="list-style-type: none"> • The Collision Risk Panel is convened within seven days and is around immediate opportunities to respond. • The Prevention Panel is convened a couple of years after other processes have been completed and a ruling has been made. Learning can be considered around the road layout or who is at fault, in order to have a longer-term impact. <p>The PCC commended West Midlands Police for taking initiative to introduce these panels.</p>
8	<p>Environmental Strategy Presented by Jemma Hodgson, Head of Property & Estates Management</p> <p>This paper was presented by Jemma Hodgson. The following discussion took place:</p> <p>What will the costs of implementing the action plan be, and what will the timescale of this be? Will it be consistent with the Environmental Strategy 2022-2027?</p> <ul style="list-style-type: none"> • At least the first tranche of the action plan will be consistent with the Environmental Strategy implementation period. • The full scope of the costs for the implementation is not yet known. The majority of the proposal period will be spend to save, with relatively good payback periods, for example three years for LED lighting. • Engineers are currently working to determine costs and timescales, and progress is reviewed regularly. • The aim is for the plan to be fully costed by the end of quarter two, to bring to Finance Governance Board, in anticipation of spending approval for the next financial year. <p>There is reference to eleven sites using 71% of electricity and 35% of gas. These sites will need to decarbonise over the next five years, to deliver West Midlands Police's carbon reduction ambitions. Can assurance be provided that proposals will be brought forward in good time to be considered as part of the 2026-27 budget setting timetable?</p> <ul style="list-style-type: none"> • Yes. That is the current timetable being worked to. During a refurbishment, it is not always possible to upgrade a gas system, for example if gas systems are relatively new. Where it is not practical to replace systems, there will be a plan during the refurbishment to make systems ready for retrofit, when the time comes to upgrade to a more renewable system. <p>When will the impact of the new recycling and waste contract be seen? What messaging will support the implementation of the scheme?</p> <ul style="list-style-type: none"> • The contract will formally be in place from 1st May 2025. The timescale in Birmingham has been slightly ahead, in order to support the current situation around waste disposal. • Bin receptacle infrastructure is currently being rolled out, although recycling systems have been in place for some time. • There has been internal messaging, alongside an Environmental Hub which is available on the Intranet. There will be more articles through internal channels as the bins are in place, and there will be signage at waste stations. • The facilities team will monitor compliance, and as part of the procurements contract, there is an expectation of better data on waste and recycling figures. At the end of the first quarter, there should be data around recycling and overall waste output. • There has not been a recycling service in all areas until now, but habits have been formed already as bins have been in place. There will now also be food waste separation as part of the new contract, as part of compliance with new legislation. There is hope for improved behaviours. <p>In terms of Environmental Strategy governance, a recent government review has taken place. Are West Midlands Police satisfied that the governance structure is now fit for purpose, in terms of implementing the Environmental Strategy 2022-2027?</p>

	<ul style="list-style-type: none"> • There has been progress in terms of governance, but there is more work to be done. The Case for Change template now includes a sustainability assessment, ensuring that sustainability assessments go to the right people, and that recommendations are implemented. • Work will be carried out with Jane Heppel and Peter Gillett to further strengthen the governance structure. <p>There are some concerns about the speed of refurbishments, and understanding how buildings will ultimately be decarbonised.</p> <p>There are some small increases in carbon dioxide emissions from the estate and the fleet. Is there an understanding of why this increase has come about?</p> <ul style="list-style-type: none"> • The majority of the increase is a result of a change to the fuel mix from the supplier, because of a broad national increase in demand for renewable fuel sources. The fuel mix has decreased in terms of renewables, increasing carbon footprint despite energy use remaining the same. Increases may also be attributed to refurbishment works, and a downturn will now be seen from this. • Crown Commercial Services are the national contracting body. There is also work ongoing with Blue Light Commercial on sustainability, and providing the right balance between the financial and environmental elements. <p>In terms of the mix and usage, we need to push Crown Commercial Services to understand why pricing for renewables is still linked to the bulk gas market. Pricing needs to change in this market place.</p> <p>What are the timescales for the Senex project which will advise on the fleet transition strategy?</p> <ul style="list-style-type: none"> • The project started on 2nd April, and there is an anticipated seven month working timeline to final completion. Initial data collection has been completed, and provided to Senex. In May, there will be fleet baselining and telematics data processing. Between June and July, stakeholder engagements will be carried out, with operational colleagues. Senex will begin developing the strategy. Between August and October, there will be final stakeholder engagement. • There are four key workstreams as part of the Senex work: fleet transition strategy and plan; electric vehicle charging infrastructure optimisation; stakeholder engagement; and site feasibility. <p>What is the timescale for the trial period of the inclusion of a sustainability impact to ensure corporate change projects with a potential to negatively impact the environmental strategy goals are identified at inception, and mitigation plans are prepared? The PCC would welcome this approach being extended to all projects.</p> <ul style="list-style-type: none"> • There is not a timescale referenced in the paper, but the aim is to implement this during this financial year. <p>What is the target for increasing renewable energy capacity, from the introduction of three further solar PV installations in 2025-26?</p> <ul style="list-style-type: none"> • There is no stated target. With the additional solar PV raise, there will be an estimated 82% increase from the baseline in terms of solar provision. This will mean around 4% of electricity will be from fully renewable sources. <p>What are the three tables telling us in simple terms?</p> <ul style="list-style-type: none"> • Table 1 in relation to renewable energy generation shows an increase from the baseline, but there is steady progress in relation to overall energy provision. • Table 2 shows slight increases in carbon dioxide because of circumstances surrounding the fuel mix. With ongoing work, substantial reductions will be seen in this area. • Table 3 shows that in terms of fleet emissions, there is a slight increase. There is a reduction in diesel, but an increase in petrol, which is positive overall. Substantial improvements will be drawn out by work with Senex.
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	<p>Where do we buy our electricity from?</p> <ul style="list-style-type: none"> It is the EDF standard mix tariff, purchased via the Crown Commercial Services framework. The carbon dioxide per kilowatt hour has increased from 154 in 2023-24, to 159 in 2024-25. There is hope for further opportunities to work with Crown Commercial Services and Blue Light Commercial around buying options going forward. <p>Do we understand which parts of the operational policing network and which parts of the fleet are creating an increase in carbon dioxide emissions, despite an increase in hybrid and electric vehicles across the fleet?</p> <ul style="list-style-type: none"> The data does not currently have this level of detail, or has not been analysed to this level. Senex work will provide a greater understanding of this.
9	<p>CLOSE</p> <p>Next meeting: 27th May 2025</p>