

Please ask for:



west midlands
police and crime
commissioner



West Midlands
Combined Authority

Rt Hon Shabana Mahmood, Home Secretary
Lilian Greenwood, Parliamentary Under-Secretary (Department for Transport)

SENT VIA EMAIL

23 September 2025

Dear Shabana Mahmood and Lilian Greenwood,

Reducing the Number of People Killed and Seriously Injured on our Roads

This letter is a collective call from highway authorities and major cities, members of the Association of Police and Crime Commissioners (APCC) and National Police Chiefs' Council (NPCC), for an urgent review of the speed enforcement system in the UK and a request for a devolution driven trial in the West Midlands Police (WMP) Force Area and West Midlands Combined Authority (WMCA) region, whereby all road related fixed penalty fine revenue would be retained to test the impact of this funding being invested directly into road and community safety.

Both the review and trial would support the development of a more effective scheme that maximises impact, provides financial sustainability to endorsable enforcement initiatives, and enables reinvestment into other essential road safety measures.

Despite a relentless effort to reduce the number of people killed and seriously injured nationally, regionally and locally, the effectiveness of road safety partnerships across the UK is being constrained by a system for speed enforcement in desperate need of review and change. In the WMP force area and WMCA region alone, excessive speed is a contributory factor in one-third of all fatal collisions, resulting in significant harm to vulnerable road users and particularly young male vehicle occupants.

Camera enforcement has remained a key tool in speed management in many areas. Research for the RAC Foundation in 2016, on the effectiveness of average speed cameras in the UK, showed a significant 16% reduction in personal injury collisions. A recent independent analysis of the West Midlands average speed enforcement scheme (ASE), found that the initiative has been effective in reducing personal injury collisions by 35.2% since implementation, also statistically significant.

This has amounted to a £15 million socio-economic benefit, using the Department for Transport's Average Value of Prevention calculations. These successes demonstrate that ASE schemes have significant road safety benefits and positively impact communities. In addition, to eliminate road death and serious injury, it is vital that all road safety partnerships are empowered to implement an effective and sustainable approach to speed non-compliance.

Despite the road safety and societal benefits generated from enforcement, a recent survey on behalf of the WMCA highlighted that 68% of speed enforcement schemes across 28 police forces were unable to break even financially and were unsustainable. 89% of responding forces also stated that, due to a lack of financial sustainability, they were unable to reinvest back into the scheme or into wider road safety activities in their respective areas. Yet, speed enforcement is arguably one of, if not the most, effective interventions available to multi-sector road safety partnerships.

Whilst there are many pressures on Government funding, the cost of installing, maintaining, and enforcing speed cameras falls entirely on local authorities and the police, with no direct funding from Government. The above research shows that most ASE schemes in the UK are running at a deficit with no opportunity to reinvest in other priority road safety issues, therefore stifling innovation.

A new business case for ASE in the WMCA region showed that annual operational costs of the scheme were identified at £3 million with a projection of only £785,000 revenue to be generated from driver rehabilitation courses (NDORS) each year. The final annual financial position for the ASE scheme in the WMCA region is therefore a deficit of circa £2.2 million. Approximately £2 million of road safety related fine revenue is diverted to the Treasury from the WMP force area and Combined Authority region annually.



All police forces, highway authorities and major cities are facing difficult financial pressures. If areas were not able to expand their ASE schemes, or had to decommission sites, this would have a significant adverse negative impact on the number of people killed and seriously injured on the roads, and would be a disastrous step backwards in preventing these tragic and avoidable collisions from happening in the first place.

Without urgent action by Government, there is serious potential that many areas will need to turn off enforcement cameras, that have previously secured safety for many road users and communities, due to financial pressures. The loss or collapse of a network of safety cameras would also impact on the number of referrals to NDORS courses, which is an award-winning core behaviour change intervention supporting the rehabilitation of offending drivers each year.

Even the last government operated, on the incorrect assumption, that the baseline cost of infrastructure required to tackle speeding, was covered by the fine revenue it subsequently raised, as demonstrated by Mark Harper's, the then Secretary of State for Transport, call for evidence on moving traffic enforcement powers. With the welcome change in tone and ambition on road safety shown by the new administration, we sincerely hope that this standard, which ensures those authorities that put in place these interventions are at the very least not left out of pocket by their work, will be the bare minimum we can expect, in terms of facilitating a long overdue increase in technology, proven to tackle the deadly and persistent problem of speeding on our road network.

The Department for Transport recently released provisional road casualty statistics for 2024 showing that 1,633 people were killed on Britain's roads with a further 27,904 seriously injured. These figures reinforce that road casualty figures have plateaued, with a review by the Road Safety Foundation that concluded, on current trends, more than 135,000 people will be killed or seriously injured on the nation's roads over the next five years. Whilst we strongly welcome the Government's commitment to a new national Road Safety Strategy, this level of expected road harm is completely unacceptable. We cannot afford for our systems, aimed at reducing road death and serious injury, to fail.

Data and results from the WMCA's research, including the survey of police forces, demonstrates that the model for effective speed enforcement systems is in urgent need of review to better understand the road safety challenge and to enable partnerships to address issues that are constraining sustainability. The current system is broken and we need the Government's help.

The proposal to retain all road safety related fixed penalty notice revenue would help cover the costs to continue and expand this high value for money investment for road safety. In effect, this would mean that the cost of camera maintenance and enforcement was paid for by careless, dangerous and reckless offending drivers, who exceed the speed limit and/or commit other road safety related offences, rather than by taxpayers. We believe that offenders should pay for the cost of enforcement activity, not law-abiding citizens. Furthermore, road safety partnerships are struggling to subsidise proven safety schemes that have quantifiable safety and societal benefits, whilst the Treasury receives the fixed penalty fine revenue from road traffic offences.

Furthermore, there is a clear disparity between the national management of civil enforcement activities and those relating to criminal enforcement. For example, with civil enforcement of parking, bus lanes, Moving Traffic Contraventions, and Ultra Low Emission Zone, all penalty charges are retained by the local authorities, which ensures that they are self-funding.

However, fixed penalty fines for speed enforcement and other criminal road safety related enforcement are currently retained by the Treasury, impacting on sustainability. There is an acknowledgment and understanding by Government that there are costs associated with enforcement, that is to say equipment, maintenance and back-office costs, and so it is appropriate, fair, necessary, proportionate and reasonable that revenue is retained to cover these costs. It would therefore be entirely consistent for this principle to be applied to criminal enforcement, with a trial of this approach within the WMP force area/WMCA region to demonstrate the potential for maximising road safety and societal costs across the UK.

Additionally, by using road safety related fixed penalty fine revenue from offenders, we could better target high-risk and repeat offenders who continue to endanger the lives of road users and communities.

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This would align with the principles of the Proceeds of Crime Act 2002, whereby assets recovered from criminal offending are invested into preventing crime and promoting community safety.

It is essential that central government considers options for how it can better support road safety partnerships, to enhance roads policing and road safety measures. Ring-fenced funding for road safety initiatives would enable police forces, highway authorities and cities to be innovative in their approach to reducing the number of people killed and seriously injured on our roads.

A pilot scheme in the WMCA region and WMP force area to test local retention of all road safety related fixed penalty fine revenue would also allow for a demonstration of how, when that revenue is reinvested directly into road safety, it can also support the prevention of crime, anti-social road-user behaviour and road harm. Whilst facilitating a reduction in the number of people killed and seriously injured on our roads, it also provides an opportunity to reduce economic losses and provide a scalable model for other regions to consider for implementation. **This approach requires no legislative changes. It could be initiated, via payment of a grant, pursuant to section 31 Local Government Act 2003, to the Police and Crime Commissioner.**

Reducing road harm, and in particular reducing the number of people killed and seriously injured on our roads, is a vision that we are all committed to and will undoubtedly be a focus of the new National Road Safety Strategy. Collectively, we are asking that the Government acts positively on this request. At its heart is a collective ambition to prevent and tackle crime and anti-social behaviour and, crucially, reduce the number of people tragically and avoidably killed and seriously injured on our roads.

Yours sincerely,

Simon Foster
Police and Crime Commissioner
The West Midlands

Richard Parker
Mayor
West Midlands Combined Authority

Wasim Ali
Deputy Police and Crime Commissioner
The West Midlands

Mat MacDonald
West Midlands Road Safety Commissioner
West Midlands Combined Authority

Joy Allen
Police and Crime Commissioner
Durham
APCC Road Safety and Roads Policing Joint-
Portfolio Lead

Philip Seccombe
Police and Crime Commissioner
Warwickshire
APCC Road Safety and Roads Policing Joint-
Portfolio Lead

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A handwritten signature in black ink, appearing to be 'Jo Shiner'.

Jo Shiner KPM
Chief Constable
Sussex Police
NPCC Lead for Roads Policing

A handwritten signature in blue ink, appearing to be 'Adrian Andrew'.

Adrian Andrew
Deputy Leader
Portfolio Holder for Prosperous Places and Investment
Walsall Council

A handwritten signature in black ink, appearing to be 'Alexander Franklin-Smith'.

Alexander Franklin-Smith
Chief Constable
Warwickshire Police

A handwritten signature in black ink, appearing to be 'Alison Hernandez'.

Alison Hernandez
Police and Crime Commissioner
Devon, Cornwall and the Isles of Scilly

A handwritten signature in black ink, appearing to be 'Alison Lowe'.

Alison Lowe OBE
Deputy Mayor for Policing and Crime
West Yorkshire Combined Authority

A handwritten signature in black ink, appearing to be 'Catherine Roper'.

Catherine Roper
Chief Constable
Wiltshire Police

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CAChirico

Charlotte Chirico

Deputy Police and Crime Commissioner
Leicester, Leicestershire and Rutland

Chris Nelson

Chris Nelson

Police and Crime Commissioner
Gloucestershire

C. G. DL

Craig Guildford QPM VR DL

Chief Constable
West Midlands Police

Dan Price

Dan Price

Police and Crime Commissioner
Cheshire

Donna Jones

Donna Jones

Police and Crime Commissioner
Hampshire and the Isle of Wight

Emily Spurrell

Emily Spurrell

Police and Crime Commissioner
Merseyside

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A handwritten signature in black ink, appearing to read 'Emma Wools'.

Emma Wools
Police and Crime Commissioner
South Wales

Chair of Policing in Wales with the support of the Police and Crime Commissioner for Dyfed Powys, the Police and Crime Commissioner for Gwent, and the Police and Crime Commissioner for North Wales

A handwritten signature in black ink, appearing to read 'Helen Godwin'.

Helen Godwin
Mayor
West of England Combined Authority

A handwritten signature in black ink, appearing to read 'Howard Jones'.

Howard Jones
Chief Executive Officer
RoadPeace

A handwritten signature in black ink, appearing to read 'John Tizard'.

John Tizard
Police and Crime Commissioner
Bedfordshire

A handwritten signature in blue ink, appearing to read 'Kate Green'.

Kate Green
Deputy Mayor, with responsibility for Safer and Stronger Communities
Greater Manchester Combined Authority

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Keith Allcock

Cabinet Member for Environment and Highways
Sandwell Council

Ken Hawkins

Environment and Infrastructure Cabinet Member (covering Road Safety)
Solihull Metropolitan Borough Council

Majid Mahmood

Cabinet Member for Environment and Transport
Birmingham City Council

Oliver Coppard

Mayor
South Yorkshire Mayoral Combined Authority

Patricia Hetherton

Cabinet Member for City Services
Coventry City Council

Philip Wilkinson OBE

Police and Crime Commissioner
Wiltshire and Swindon

Qaiser Azeem

Cabinet Member for City Transport
City of Wolverhampton Council

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A handwritten signature in black ink, appearing to read 'Rachel Bacon'.

Rachel Bacon
Chief Constable
Durham Constabulary

A handwritten signature in black ink, appearing to read 'Rupert Matthews'.

Rupert Matthews
Police and Crime Commissioner
Leicester, Leicestershire and Rutland

A handwritten signature in blue ink, appearing to read 'Sean Rhodes'.

Sean Rhodes
Cabinet Member for Communities and Local Place
South Gloucestershire Council

A handwritten signature in black ink, appearing to read 'Siwan Lloyd Hayward'.

Siwan Lloyd Hayward OBE
Director of Security, Policing and Enforcement
Transport for London

A handwritten signature in black ink, appearing to read 'TG Cunningham'.

Tom Cunningham
Cabinet Member for Highways, Infrastructure and Sustainable Transport
Essex County Council

Copied to:

Rt Hon Heidi Alexander, Secretary of State for Transport

Alison McGovern, Minister of State (Housing, Communities and Local Government)