



ACCOUNTABILITY AND GOVERNANCE BOARD

28th April 2026

Improving Road and Travel Safety

Presented by: ACC Mike O'Hara

1. Police and Crime Plan

1.1 The purpose of this paper is to provide the Commissioner with an overview on progress made by West Midlands Police (WMP) towards the Key Performance Indicators (KPI) in relation to Roads Policing, Roads Safety & Safer Travel.

1.2 It is written with reference to the 'Improving Road and Travel Safety' chapter of the Police and Crime Plan 2025-2029 which contains the following priorities:

- Work in partnership to reduce the number of people killed or seriously injured on our roads
- Increase enforcement against "Fatal 4" criminal activity
- Reduce organised criminal street racing on our roads
- Increase third-party reporting to the police and the proportion leading to a positive outcome
- Increase police seizures of vehicles unlawfully on the road
- Work in partnership to reduce crime on bus, train and metro

1.3 These will be achieved through effective deployments and partnerships with West Midlands Police Roads Policing; Safer Travel and focussing on Public Transport.

Roads Policing Priorities

1.4 Roads Policing measure success through the monitoring of:

- The number of road traffic casualties on roads within the West Midlands
- The number of motor offences and what action is taken following:-
 - Speeding offences
 - Driving under the influence of drugs
 - Driving under the influence of alcohol

- Driving without insurance
 - Incidents of street racing
 - Seatbelt
 - Mobile Phone
- The number of cars seized and what opportunities there are to increase these in response to commonalities/trends.
 - The Number of Operation Snap third party referrals and ensuring appropriate action.

Safer Travel & Public Transport Priorities

1.5 The West Midlands Safer Travel Partnership Strategy 2025-2028 has been officially launched. This strategic document outlines a comprehensive three-year plan focused on enhancing passenger safety and security across the region.

1.6 Through this, WMP continue to work with West Midlands Combined Authority, British Transport Police and public transport operators via the Safer Travel Partnership. WMP seek to support the delivery of our Strategy 2025-2028 by:

- The prevention and tackling of 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 use of all technology
- Review and improve existing data sharing protocols with transport partners and local authorities
- Ensure that there is a co-ordinated transport partnership response to event planning i.e. High-profile football matches within the region
- Communicate our activities on a regular basis to encourage passengers to use the network

1.7 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.

1.8 WMP ensure performance is progressed through the Safer Travel Governance Board and Transport Delivery overview and scrutiny committee.

1.9 WMP work with Transport for West Midlands and British Transport Police to ensure that new bus by-laws are efficiently and effectively used, maximising the use of new technology and CCTV and identify opportunities for external funding.

2. Performance of Roads Policing and Road Safety

Killed and Seriously Injured (KSI) statistics

2.1 The total number of people killed or seriously injured in road traffic collisions during 2025 was 1092, this was a 7% decrease compared to the numbers in 2024 (1157).

2.2 The number of fatalities in road traffic collisions during 2025 was 46 (reclassification of two potential suicides may reduce this to 44), this was a 6% decrease in fatalities compared to 2024 (49).

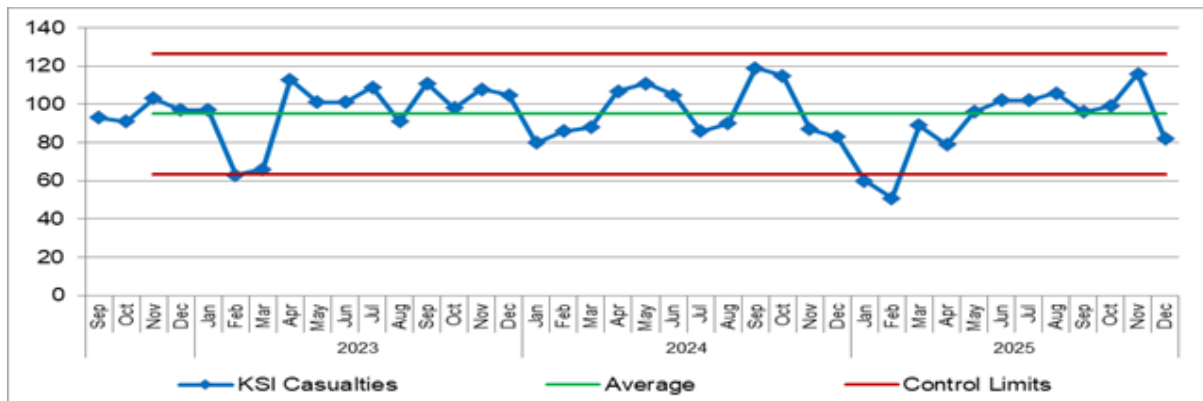


Figure 1. Number of people killed or seriously injured in road traffic collisions in the West Midlands Police area, Jan 2023 – Dec 2025

2.3 In January 2026 the Department for Transport released a new Road Safety Strategy, setting two key national targets – to reduce KSIs in England by 65% by 2035, using 2022-2024 as a baseline; and reduce the number of child related KSI's by 70% using the same baseline. Based on the 2022-24 KSI baseline figures this will mean that WMP will need to reduce overall KSI's to 394 and U16 KSI's to 44. Although a clear priority, a reduction of this scale is a challenge for WMP and partners.

2.4 Senior leaders are committed to delivering a new road safety plan to compliment the National Road Safety Strategy which will maximise the resources and target activity. The new plan will focus on becoming predictive rather than reactive; intelligence led targeted enforcement interventions; focusing on the next generation of potential road offenders through education and diversion; and protecting vulnerable road users.

2.5 Future monitoring in WMP will be through the introduction of the 17 Safety Performance Indicators (SPI's). The new strategy is broken down to 4 key themes:

- Supporting Road Users
- Using Technology, data and innovation to make vehicles safer
- Improve post collision care; safe infrastructure
- Robust enforcement to protect all road users

Increase enforcement against “Fatal 4” criminal activity.

2.6 Enforcement activity aimed to reduce KSIs is currently prioritised on 16 key routes in the West Midlands. These locations make up 0.82 % of the West Midlands road network but 12.5 % of all KSI road traffic collisions.

2.7 Under the umbrella of Operation Triton, WMP takes a proactive approach to road safety and 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.

2.8 In 2025, 2,900 arrests were made for drink and/or drug driving, compared with 2,750 in 2024. In addition WMP supported the Roads Policing campaign in December 2025 – referred to as Operation Limit. During the December NPCC Op Limit campaign 314 people were arrested for drink and or drug drive offences between 1st Dec and 1st Jan in WMP a 15% increase on 2024.

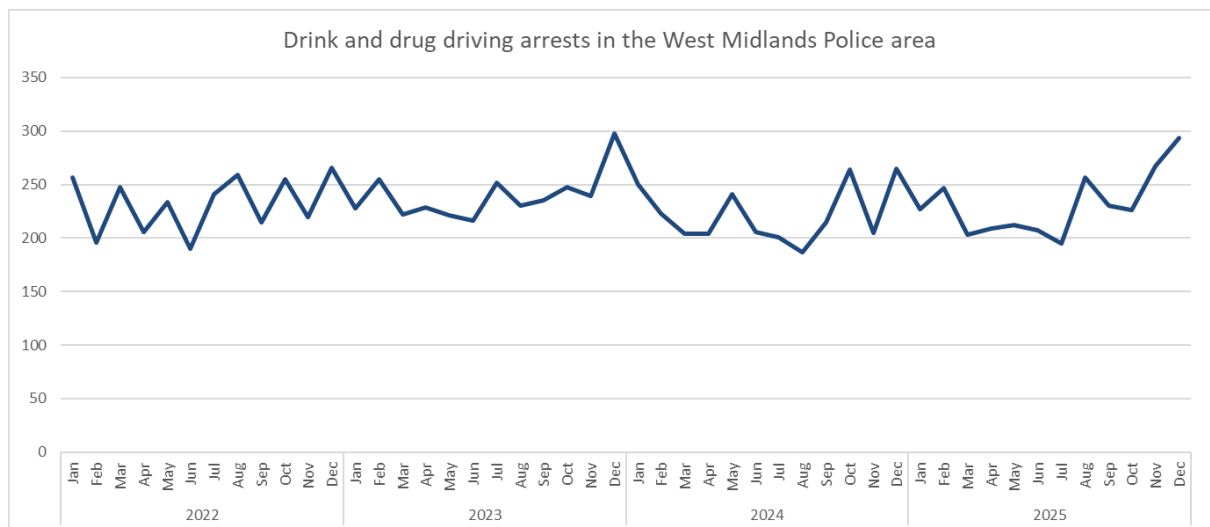


Figure 2. Drink and drug driving arrests in the West Midlands Police area, Jan 2022 – Dec 2025.

2.9 Speed is the biggest contributor to people being killed and seriously injured. WMP, all Local Authorities, the OPCC and WMCA have now signed up to a Joint Working Agreement and this is subject of a Joint Working Agreement Management Board which meets bi-monthly to review and assess the effectiveness of camera infrastructure in reducing traffic offences and serious or fatal

road collisions and monitors performance. This meeting is chaired by the WMP RPU Superintendent and further discussions will continue to develop this meeting within the partnership space.

2.10 Speed Enforcement is subject to external and internal governance. WMP throughout 2025 implemented a Gold meeting chaired by the former Chief Constable to ensure joined up partnership working around speed enforcement. RPU and Local Policing Areas (LPAs) also meet in a monthly Road Harm Reduction Meeting. Force Operations Performance meetings occur monthly alongside quarterly performance reviews which scrutinise quantitative and qualitative performance.

2.11 A new Central Ticket Office / Camera Enforcement Unit performance dashboard has been in operation now since April 2025 to support performance management.

2.12 In 2025 there were 247,990 notices issued (speed camera offences) during 2025, an average of 20,665 a month. This is an increase of 125% compared to 2024 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. The overall target for 2025 (218,000) was reached.

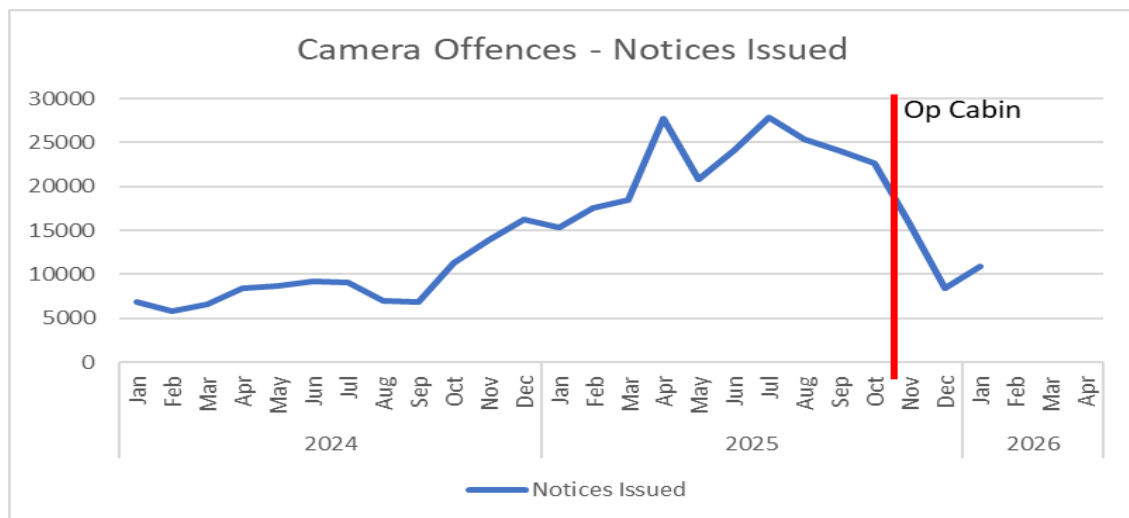


Figure 3. Notices issued from speed camera offences in West Midlands Police area, Jan 2024 – Jan 2026 (Red line denotes Op Cabin).

2.13 For 2025 the camera van activations totalled 48091, 44544 of these activations were passed to Central Ticket Office for process. Across the Local Authority areas, the Black Country saw 67102 activations with 45290 offences passed to CTO, Coventry saw 46045 activations with 30351 offences passed to CTO, Birmingham and Solihull saw 167136 activations with 111971 offences passed to CTO.

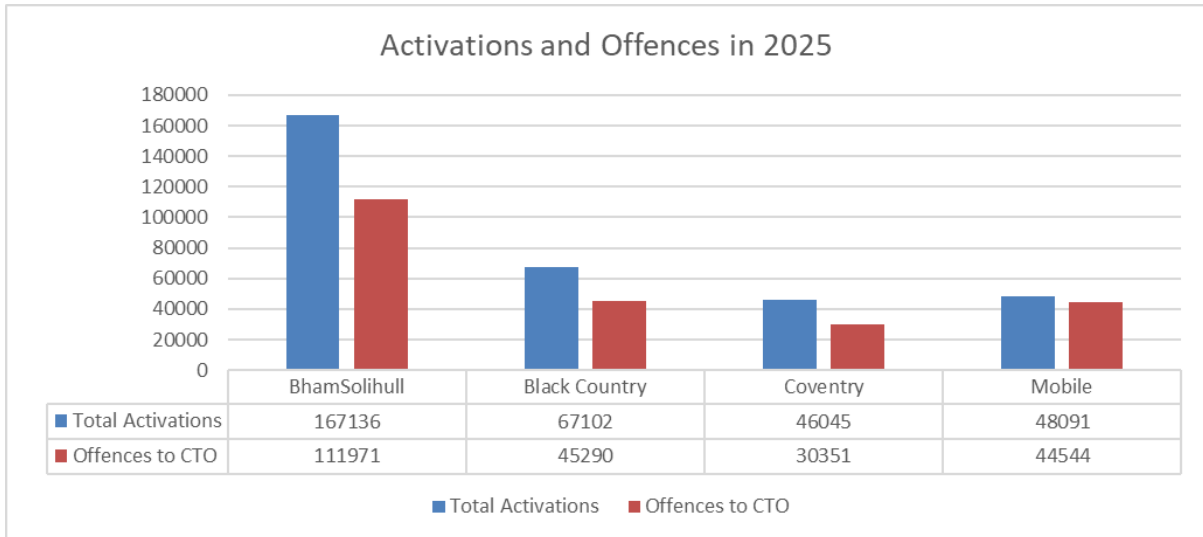


Figure 4. Speed camera activations and offences by Local Authorities in 2025 (Difference due to cancellations for various reasons).

2.14 A total of 2154 speeding offences were detected and reported by West Midlands Police officers in 2025.

2.15 The staffing for CTO has been increased in line with the increased productivity. The growth in posts now includes apprenticeships which are proving successful in contributing to the increased speed enforcement. There are currently a number of vacancies and although recruitment is a challenge this remains a priority to the department.

2.16 The Camera Enforcement Unit (CEU) has 8 mobile camera vans. The department is now fully staffed with staff being onboarded. Recruitment for a viewing team has commenced and this will support camera operators to remain out in the field for longer. The growth within the CEU has seen the highest number of speed detection van deployments and recorded offences since its inception.

2.17 A new shift pattern was introduced in the last 12 months for camera van operators covering earlies and lates to increase visibility and availability of the vans at relevant times. Three of the vans are currently being fitted with side window mounts to ensure greater location accessibility across the road network with the vans e.g motorway bridges etc.

2.18A total of 1892 drivers were reported for using their phone whilst driving or not being in proper control of their vehicle during 2025, this was a decrease of 43 compared to 2024 (1935).

2.19There were 266 seat belt offences reported by the force during 2025 which is a reduction of 106 compared to 2024.

Community Speed Watch (CSW)

- 2.20 Community Speed Watch (CSW) has continued to grow during 2025. Through the new Road Harm Reduction Meeting, which is chaired monthly by the RPU Chief Inspector, all LPA's have signed up to the TOR. This meeting has a standing agenda item to review all opportunities to tackle road safety including CSW. Data collection for CSW was reviewed and resulted in the launch of a QR code which was promoted for all CSW and more accurately collates enforcement activity.
- 2.21 To ensure delivery and capability, RPU have worked with L&D to increase training courses. This has enabled increased enforcement speeding operations. Through the monthly Road Harm Reduction Meeting all LPA's were requested to review the number of officers trained and to ensure those requiring training were in demand. In 2025, 148 officers received CSW training/refresher training. All LPA's report increased capability. The Roads Harm Policing Team within the RPU support the training of community members for CSW around education.
- 2.22 CSW locations are prioritised around the community members given their involvement and community concerns. There are currently 68 CSW groups across the force area and this number continues to grow. There are a total of 347 volunteers trained across the force area.
- 2.23 Community concern locations highlight emerging trends. WMP work closely with various partners e.g. TfWM and WMFS, who provide data, including driver behaviour data which results in priority sites being identified. Data from speed operations and Camera van enforcement is analysed to confirm locations where excessive speed is most frequent.

WMP Partnership Working – Collision Risk Panels

- 2.24 The Roads Policing Unit has developed and embedded Collision Risk Panels (CRP) and Collision Prevention Panels (CPP) for all fatal RTC's in Birmingham. The CRP Meeting is convened within 10 days of a fatal RTC and is chaired by the RPU Chief Inspector. This meeting involves attendance from across the wider partnership including Coroner's Office, Local Authority, Highways, WMFS, TfWM, LPA's and RPU officers. The meeting reviews the fatal RTC and investigation.
- 2.25 The objective is to quickly identify any causal factors including the physical aspect of the road or layout which may have impacted the collision. The aim is to prevent any immediate harm or risk to others, to inform all partners so there is shared understanding and to set immediate short-term actions. Actions are set to raise public confidence, mitigate immediate risks and to share any learning.
- 2.26 At the conclusion of the investigation, after any criminal proceedings or HM Coroner inquest, a Collision Prevention Panel is chaired with the partners. The purpose is to identify and share the final causal factors of the collision and to prevent any further harm or risk, ensuring the partnership

utilises all opportunities to reduce the number of people killed or seriously injured on our roads. This process is now being rolled out across all WMP LPA's to maximise opportunities.

3. Key Operations

Operation Hercules - Reduce organised criminal street racing on our roads.

3.1 Reports of cars racing in WMP remain well below average. Over the past year, West Midlands Police recorded a significant 27.9% fall in organised street racing incidents, down to 2,918 cases.

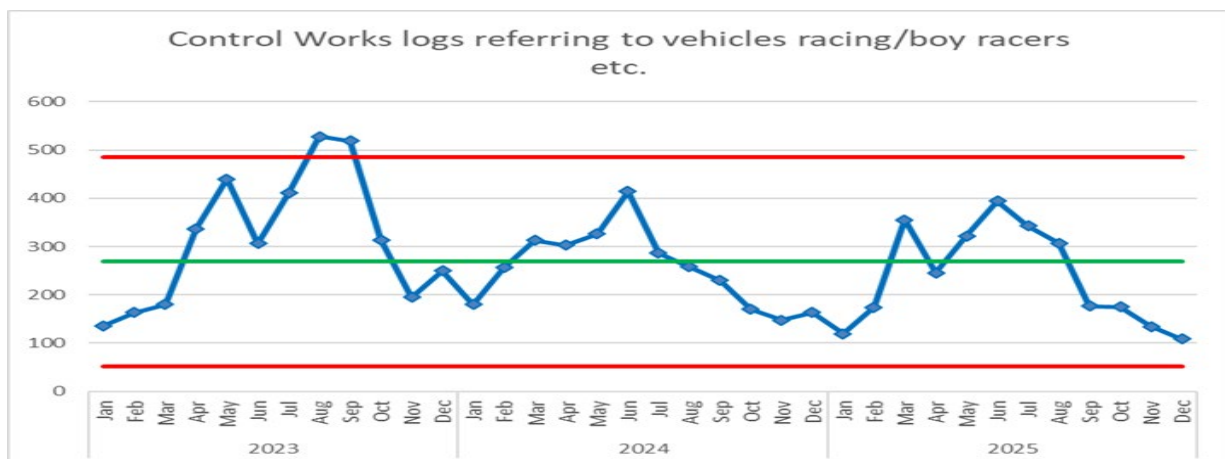


Figure 5. Number of command and control logs referring to vehicles racing in the West Midlands, Jan 2023-Dec 2025.

3.2 Operation Hercules has seen the investment of two investigators on the team. This has enabled increased enforcement and diversionary performance. Between August 2024 and December 2025 there have been 70 convictions directly as a result of Operation Hercules. A further 58 cases are at first hearing status or trial and 28 cases are currently being investigated that will likely result in charge.

3.3 In addition to enforcement, diversionary work has resulted in educational opportunities where 258 people have attended Police led diversionary courses in 2025. The Op Hercules prevention work has developed and now increasingly utilises all available data, including speed alerts from ANPR systems, where analysis of data identifies vehicles being driven at speed and supports evidence gathering around the frequency of street racing. Currently in early 2026 this evidence supports a reduction of speed alerts and this work continues as a focus.

3.4 The RHPT work in partnership and have undertaken court and magistrate briefings to raise awareness of Op Hercules and to discuss the risk of street racing which was positively received. They continue to develop educational packages and recently worked with Damian Corfield, the father of a fatal street racing RTC in Sandwell, to record an impactful video around the consequences of street racing which is utilised in schools, colleges and on diversionary courses.

3.5 This approach has been nationally recognised by the College of Policing as best practice. As a result of the work to tackle illegal street racing in the West Midlands the team won the national innovation and excellence award at the NPCC Roads Policing Conference in Manchester in November 2025.

Off Road Bikes

3.6 In 2025 the Road Harm Prevention Team focused on crime linked to uninsured off-road bikes and conducted a total of 64 days of off-road bike deployments, resulting in 91 motorbike / e-bike seizures and 30 arrests. This was a notable increase from 2024 figures where officers deployed for 31 days, seized 28 motorbikes and made 9 arrests. Further days of operation supported multi agency and partnership activities led by UK Border Force (immigration).

3.7 In 2025 7 operations focused on the ‘Gig Economy’ using modified e-bikes and mopeds. These enforcement operations ensured that the vehicles and riders are being used legally but also to identify and tackle immigration offences and safeguard those who have been exploited or are vulnerable.

Operation Snap – third party reporting

3.8 The success of Operation Snap has led to an increase in public submissions, creating challenges in managing volume and expectations. In 2025 there were 22,959 reports received compared to 16,263 in 2024. In 2025 there was a 60% positive outcome rate. The focus remains on improving road safety through appropriate sanctions while maintaining public trust.

Operation Snap	2024	2025
Total Submissions	15979	22,959
Total NFA	2,212	7,926
Total Warning Letters	3,532	6,043
Total Education Courses	2,290	3,227
Total Fixed Penalty	6,989	4,298
Total Court	663	934
Total Other	663	934

3.9 Staff activity is prioritised based on submission severity, aligning with regional and national road safety strategies. Current working practices are 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.

3.10 The priority focus will be to continue to improve road safety through the delivery of appropriate sanctions, maintaining public trust and confidence in WMP’s ability to respond positively. WMP

will always look for ways to improve the positive outcome rate, collectively working towards vision zero.

3.11 The delivery of Operation Snap continues to focus on Fatal Four offences. Consequently, the implementation of processes such as monthly DIP sampling ensures the most appropriate, proportionate outcome is given. The process proactively advocates and identifies any learning to support road safety.

3.12 Warning letters continue to act as an educational tool to influence driver behaviours and attitude. Warning letters are an effective tool in working towards Vision Zero as a proportionate, transparent measure for drivers to become more aware of their surroundings and reflect upon their driving standards.

3.13 WMP monitors the usage of warning letters to ensure individuals do not accumulate warning letters and if reoffending occurs, matters are escalated for a more punitive measure. Only 13.3 % of those individuals that received a warning letter went on to reoffend.

3.14 WMP recognises the significant positive impact that individual road users can play in contributing to improving road safety across the West Midlands Region. Because of WMP's unique informative automated response, in conjunction with, the aggregated outcome data on the website, it provides reassurance, closure and confidence in the Operation Snap process whilst simultaneously and collectively working to reduce KSIs and keep communities safe.

3.15 The increase in demand continues to create an organisational risk in terms of management of these submissions and expectations of those submitting. WMP, as part of its strategic performance management regime, closely monitors a range of metrics pertaining to Operation Snap. As part of this commitment, WMP continues to be innovative in its approach to lead the way nationally in exploring opportunities such as special constables working in Operation Snap, to ensure we maintain public trust and confidence.

Operation Scalp – increase in police seizures of vehicles

3.16 Operation Scalp tackles uninsured driving in key hotspots. The collaboration between West Midlands Police and Motor Insurers' Bureau has further developed and is a real strength, enabling the team to conduct dedicated operations focusing on uninsured drivers in strategic hotspots across the West Midlands. Future funding from MIB for 2026/27 has been secured to enable increased operations. 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.

3.17 A total of 9,501 uninsured vehicles were seized by West Midlands Police in 2025. This is an increase of 1,028 on 2024. At present, West Midlands Police take an average of 791 uninsured vehicles off the road every month. West Midlands Police supported the NPCC No Insurance week of action (Operation Drive Insured) in November 2025 successfully seizing 232 uninsured vehicles.

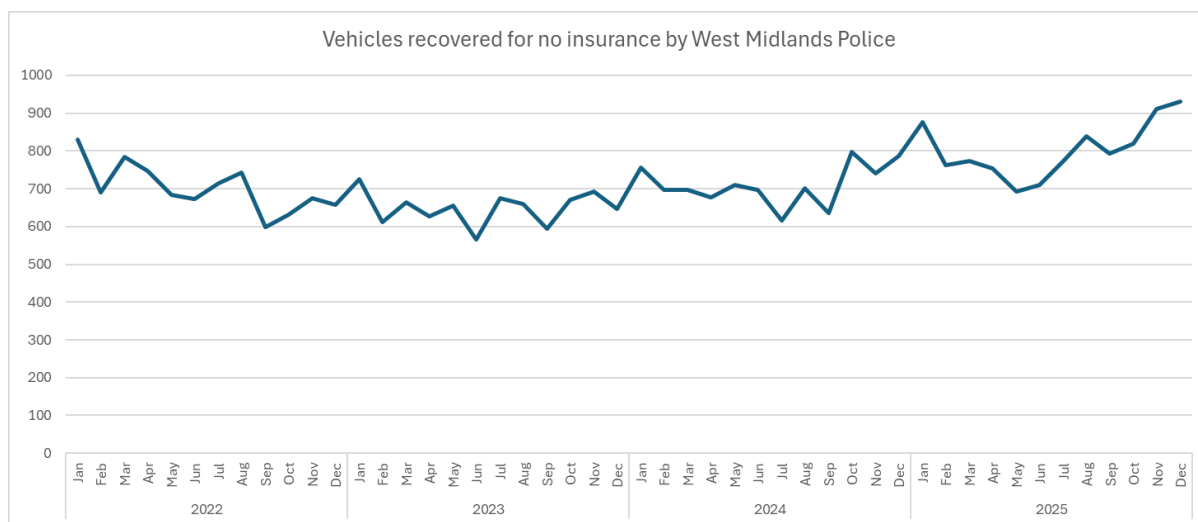


Figure 6. No insurance recoveries in the West Midlands Police area, Jan 2022 – Dec 2025.

3.18 The Multi Agency Road Safety Operation (MARSO) gives Neighbourhood Policing Teams a unique tactic to concentrate high visibility policing in specific areas. This operation is led by the Road Harm Prevention Team (RHPT) 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.

3.19 The MARSO uses traffic motorcycles and marked or unmarked cars to spot vehicles that are in poor condition, while also using ANPR and information markers associated with vehicles. Vehicles are then brought onto a static site, staffed by the Neighbourhood Policing teams, and multiple key partner agencies, who deal with the vehicles and occupants. In 2025 the RHPT arranged, managed and staffed 40 x MARSO's across LPA's.

3.20 The RHPT work alongside key partners to ensure safer roads strategic objectives are met, including Driver & Vehicle Standards Agency (DVSA), Driver and Vehicle Licensing Agency (DVLA), Motor Insurers' Bureau, Department of Transport, National Highways, HM Revenue & Customs (HMRC), Environment Agency, West Midlands Fore Service (WMFS), Court Warrants Officers, Licensing Officers.

3.21 Some of the wider outcomes from these 2025 MARSO's are highlighted below:-

Vehicles stopped	S165 seizure	Tax seizure	Arrests	Drivers reported/TPO10 issued	Total number of offences reported for	Vehicles prohibited (Police or DVSA)
2300	324	44	91	1393	1954	489

Operation BikeSafe – Police led rider safety

3.22 WMP delivers the national police led rider safety initiative. The primary aim is to reduce motorbike KSI's on the roads by promoting advanced riding skills, hazard awareness and safer riding attitudes. Uniquely, customers pay to have an input from the expertise of Police riders, delivered through workshops and theory sessions. WMP advanced motorcyclists deliver this event to up to 12 members of the public per course and training is followed by a 100+ mile observed ride with a police rider.

3.23 In 2025 WMP offered availability to deliver 12 events (144 spaces). In total 61 riders attended, this was a reduction compared to 2024 (95 riders). Nationally there was a review of Bikesafe, which saw changes to the administration and the cost of courses, where per person Bikesafe courses increased from £60 in 2024 to £84 in 2025 which may have impacted course take up.

3.24 WMP has scheduled 8 workshops for 2026, offering a total of 96 spaces to the public and the first course is fully booked. The RPU are currently reviewing the introduction of 'Biker Down' in partnership with WMFS, a course around casualty care and scene management at a serious motorcycle collision plus general motorcycle safety advise. Further work with Datatag is taking place around including information to attendees on motorcycle theft prevention.

Operation Phantom – illegal number plates

3.25 The use of illegal number plates and cloned number plates causes significant harm to the public and provides an opportunity for criminals to evade detection and justice. For victims of vehicle number plate cloning this is a distressing and frustrating experience. In 2025 West Midlands Police and the Police and Crime Commissioner worked with Redspeed International to trial camera technology to identify illegal plates. At the end of the operation, it was found that 1 in 201 vehicles were displaying ghost plates (1,884 vehicles).

3.26 Of the vehicles identified during Project Phantom, 97% of vehicles were insured, taxed and MOT'ed, with 70% insured for business use or travelling to/from work. 23% of registered keepers have previously been held in police custody, and 3% of vehicles are subject to historic intelligence linking them to criminality. It is believed the two main reasons for vehicles displaying ghost plates are demand for personalisation of vehicles and supply of sub-standard number plates and evasion of vehicle charging schemes/camera enforcement.

3.27 A total of 1432 drivers were reported for Illegal number plates during 2025. This figure does not include those people who have been verbally warned.

3.28 WMP are increasing the number of vehicles being proactively identified using illegal number plates, enabling better use of intelligence for enforcement. This year WMP are implementing the Clone Plate Reporting Tool using Single Online Home to improve the way we manage the reporting and investigation of cloned number plates and associated criminality, and the way we are able to support the victims of vehicle number plate cloning.

Operation Vantor – recovery of stolen vehicles

3.29 The increases in the number of Roads Policing officers allowed the department to increase from two Road Crime Teams (RCT) to three teams in May 2025. These teams target higher level OCGs to greater disrupt criminals on the road network. They continue to target criminals involved in car key burglaries and other serious and organised crime. They use unmarked, high-performance cars, as well as distinctive Interceptors, to pursue and arrest criminals. In 2025 the RCT recovered 394 stolen vehicles with a market value of £7.6 million and arrested 440 suspects.

3.30 2025 saw the introduction of Operation Vantor, a collaborative initiative 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 unknowingly purchased by innocent buyers.

3.31 Specially trained police officers are deployed to inspect and verify suspect vehicles. When stolen or cloned vehicles are identified, they are seized and efforts are 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. In 2025 this operation led to the recovery of 293 confirmed stolen vehicles. In total 5842 stolen vehicles were recovered by WMP in 2025, an increase of 89 on 2024.

Safer Roads for West Midlands (SRfWM)

3.32 Since being awarded a full substantive UKROEd training licence via Safer Roads for West Midlands (SRfWM) in December 2024, the team was subject to their Year 2 Thematic Licence Review by UKROEd in August 2025. A number of areas of best practice were recognised and disseminated nationally with no notes of concern or Action Plan documented. SRfWM are now one of the largest public sector providers in the UK.

3.33 To date, over 105,000 drivers have attended a driver improvement course with Safer Roads for West Midlands, with (on average) over 400 new bookings made per day. Feedback from drivers remains consistently high still, with over 96% of attendees both recommending SRfWM as a course provider and also acknowledging an improvement in their driving attitudes and behaviours since their course completion. These accredited driver improvement courses are proven to reduce re-offending by up to 23%.

3.34 Since becoming available in August 2024, SRfWM continue to deliver a full suite of driver awareness courses to our local communities and beyond (data below).

▪ Totality of bookings so far	▪ 125,274
▪ Totality of courses held so far	▪ 12,104
▪ Number of drivers delivered to	▪ 105,734
▪ Average drivers delivered to daily	▪ (Last quarter) 342
▪ Highest number of daily bookings	▪ (Last quarter) 504

3.35 SRfWM continue to expand at pace in both size and course variety. They now deliver the recently overhauled NRRAC (National Rider Risk Course) primarily aimed at those 'gig-culture' and delivery couriers on two wheels who are temporary or freelance. They not only deliver this course for offending drivers but also provide instructing to other trainers nationally in this field.

3.36 SRfWM is keen to pursue other avenues of diversification alongside delivering NDORS accredited courses and are looking to work alongside the Road Harm Team to create a standardised school package. These courses will be for primary and secondary schools as Life Long Learning is a key strand in the latest National Road Safety Strategy.

Safer Travel

3.37 The Safer Travel Team establishment is fully staffed with 1 Inspector, 2 Sergeants, 14 Constables and 10 PCSOs, this is 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.

3.38 A data-led approach is used to deploy officers where they are most needed, focusing on locations with higher reports of youth violence. These locations include Wolverhampton, Walsall and Chelmsley Wood transport hubs, interchanges and routes where there has been an increase in public place violence involving youths under the age of 25. School and community engagement programs have also been introduced to educate young people on the consequences of crime and ASB.

3.39 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. Passenger journeys tend to increase each year. Year to date there has been a 2.6% decrease in bus related crime, 22.3% decrease in tram related crime and 15.3% increase in train related crime.

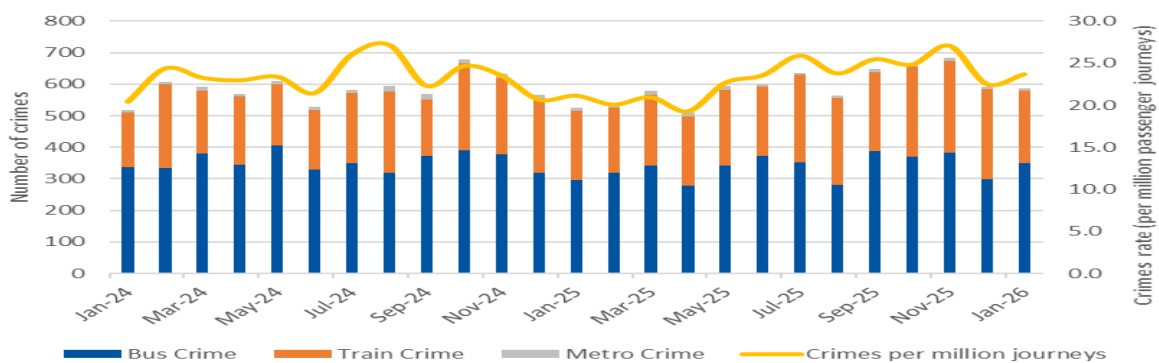


Figure 7. Bus, Tram and Train Crime in the West Midlands Police area, Jan 2024 – Jan 2026.

3.40 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.

3.41 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. The most recent data collected in 2025/26 evidences that users continued to feel safer in the day, especially when travelling by train compared to when using the bus or tram. Walking to and waiting at the tram stop in daylight remained the lowest rated day time activity and people felt least safe at night, particularly when using the bus network. Finally waiting at bus stop during darkness remains the lowest rated activity during the evening.

3.42 A dedicated Safer Travel strategy, “Feel Safer” has been developed based on key trends and critical learning. Whilst the continued reduction in crime and anti-social behaviour remains at the core of the partnership, the approach to making the transport network safer for women and girls is a top priority.

3.43 To drive engagement and tackle issues such as vulnerability the awareness campaigns “See, Say” messaging and Project Empower continue to encourage passengers to report unwanted sexual behaviour and ASB concerns via a simple and accessible platform. Targeted social media campaigns support this work.

3.44 The new Upstander campaign "*What Could I Do?*", includes the launch of a series of impactful films. These videos, written by and starring team members of Safer Travel, are based on real-life incidents of harassment experienced by female passengers. The initiative aims to empower witnesses and encourages individuals to intervene in potentially harmful situations whilst travelling on the transport network, promoting a culture of upstanders around safety.

3.45 These videos will be widely presented across the force area, including schools and colleges through LPA Schools Intervention and Prevention Officers enabling connections with younger audiences. This will seek to promote reporting and provide reassurance particularly to those most vulnerable.

3.46 There is a downward trend of crimes recorded that are categorised as Violence Against Women and Girls (VAWG), accounting for 14% of total bus crime during 2025. During 2025 there were 498 VAWG crimes which is a reduction of 26% compared to 2024.

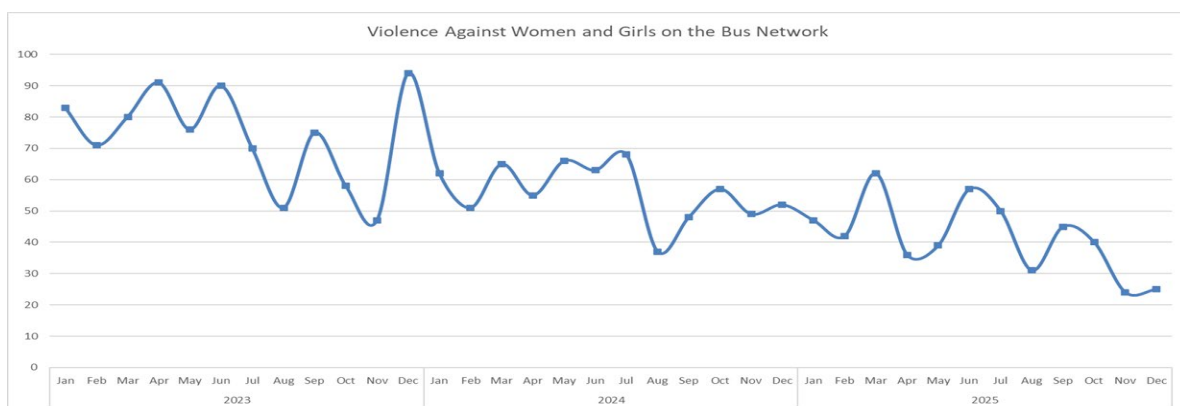


Figure 8. VAWG Crime on the Bus Network in the West Midlands Police area, Jan 2023 – Dec 2025.

3.47 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.

3.48 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.

3.49 Across all modes of transport there was 4465 reports of ASB in 2024/25 compared with 3541 reports in 2025/26. This represents a decrease of 20.7%.

3.50 Safety measures are 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.

3.51 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.

3.52 During this quarter, there was a dip in awareness of some safety campaigns. The 'See Something Say Something' Initiative continues to have the highest levels of awareness with 69% being aware of the app/text services and 68% aware of the image. Awareness was lowest for the Upstander campaign – which was a new initiative tested for the first time this quarter.

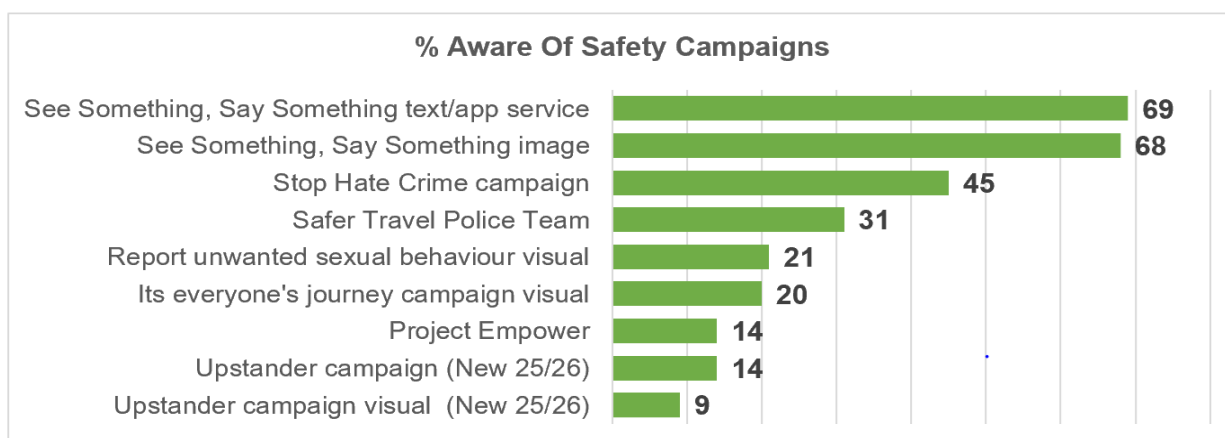


Figure 9. Awareness of Safer Travel Safety Initiatives.

4. Financial Implications

There are no additional financial implications.

5. Legal Implications

There are no additional anticipated legal implications.

6. Equality Implications

6.1 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.

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

6.3 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. Gender and ethnicity recording is also scrutinised. Going forward RPU will be supporting the newly created Operations IAG which provides additional scrutiny.

6.4 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. Work is ongoing in IT&D to roll this out force wide in preparation for mandatory data returns in 2027.

Annex 1

Table 1. Showing the individual commitments from the Police and Crime Plan 2025-2029 ‘Improving Road and Travel Safety’ chapter that are the responsibility of West Midlands Police to deliver. RAG ratings as assigned through internal OPCC processes.

Commitment	RAG Rating
Action ref 96: Increase enforcement against speeding including mobile speed enforcement	Red
Action ref 100: Expand the Community Speedwatch initiative	Green
Action ref 102: Ensure comprehensive support is available for victims and their families from both family liaison officers and victim support specialists in the event of death or serious injury	Green
Action ref 103: Support Operation Snap, focusing on increasing third party reporting and maintaining a high percentage of reports that lead to warning letters, penalty notices or prosecutions when clear evidence is available	Red
Action red 104: Support resources being dedicated to Operation Hercules - WMP to seize vehicles, prosecute criminals and support local authorities to enforce civil injunctions in relation to organised criminal street racing	Green
Action ref 106: Work closely with West Midlands Fire Service, to deliver diversionary courses, that educate people involved and focus on informing the public about the serious consequences of organised criminal street racing for drivers, passengers, organisers and spectators.	Green

Action ref 107: Support the increased use of enforcement and vehicle seizures by WMP, targeting illegal number plates, illegal modifications such as noisy exhausts and over-tinting of windows.	Green
Action ref 108: Support the increased use of enforcement and vehicle seizures by WMP, targeting uninsured drivers working with bodies such as the Motor Insurers' Bureau	Green
Action ref 109: Invest in increased use of the Automatic Number Plate Recognition system across the West Midlands, to ensure action against vehicles being driven unlawfully on our roads.	Green
Action ref 113: Expect WMP to utilise police powers for consistent enforcement, to prevent the crime and anti-social behaviour caused by e-scooter unlawful misuse. This will include vehicle seizure.	Green
Action ref 115: WMP to work with local authorities to prevent and tackle illegal parking,	Green
Action ref 345: Increase enforcement against drink/drug driving	Green
Action ref 346: Increase enforcement against mobile phone use while driving	Green
Action ref 347: Increase enforcement against not wearing a seatbelt	Amber

Table 2. Showing the RAG rating definitions used in table 1 above

RAG Rating Key
On track – can be delivered by lead
Not on track – requires support from SMT lead to resolve
Not on track – requires support from wider SMT to resolve