



Safer

Travel Plan

2021-24

Introduction

The West Midlands is working together to deliver a strong and sustainable economy that generates wealth for people of the region. An efficient and safe transport network is central to this ambition.

The West Midlands benefits from the unique Safer Travel Partnership (STP) which has successfully reduced crime on all modes of public transport. The partnership includes the West Midlands Combined Authority (WMCA), the Police and Crime Commissioner for the West Midlands (PCC), British Transport Police (BTP), West Midlands Police (WMP) and public transport operators.

At a time when traffic congestion in the West Midlands costs the economy £2 billion per year, this plan is vital in order to help reassure everyone that, as the economy recovers from the impact of the global Covid-19 pandemic, public transport is open and accessible to all. We understand that one of the biggest barriers to using public transport is the fear of crime. We are, therefore, committed to further driving down criminality and tackling anti-social behaviour (ASB) so we can encourage more people to choose to use the public transport network above their car.

Since the first Local Transport Policing Plan (Safer Travel Plan) in 2013, passengers' perception of personal safety has increased by 17% and concerns with ASB is down 11%. This is due, in large part, to the work of the Safer Travel Partnership. This new Safer Travel Plan aims to continue and improve this.

This plan is being launched during the first year of a new era of strategic leadership in the West Midlands as three key positions in the West Midlands Region - The West Midlands Police and Crime Commissioner

(PCC), The West Midlands Mayor as well as the Chief Constable for British Transport Police, have all changed or been re-elected in 2021. This is a new era in which we can build on previous successes and an opportunity to align this transport specific plan to the key elements in the PCC's Police and Crime Plan 2021 – 2025 and the British Transport Police three year rolling policing plan and three year strategic plan. It also allows for key issues such as violence against women and girls on the transport network to be a focus for all partners.

We are proud of what the previous Safer Travel Plan achieved. We have seen front line police increase over the last three years, CCTV coverage increase over all three modes of transport, the introduction of Transport Safety Officers who are dedicated to tackling low level anti-social behaviour on the transport network, the development of the Restorative Justice programme, and the presence of new officers who are dedicated to delivering a specific education programme and improving Safer Travel communications regarding key schemes (including the relaunch and expansion of the See Something Say Something scheme).

The work we have started is not complete and this plan seeks to build on the success of the last decade. Such as the delivery of the UK City of Culture held in Coventry in 2021 and the Commonwealth Games coming to Birmingham in 2022, significant improvements to the transport network are planned for key infrastructure including HS2, Sprint, Perry Barr redevelopment, and Midland Metro extension. With increasing numbers of people using the transport network to travel across the region, their safety amidst all these forthcoming developments is key and is at the heart of this plan.

Delivering the Plan

We are pleased to introduce this Safer Travel Plan for 2021-24. It reflects our focus in the West Midlands for the next few years – how we continue to deliver a service the public expect, to protect public transport passengers from harm and to address issues that passengers have told us causes them most concern.

Throughout the coming years the Safer Travel Partnership will build upon the success of the previous Safer Travel Plan by working together towards a series of common goals:

- Achieving a reduction in Crime, Disorder and Anti-Social Behaviour
- Achieving further improvements in public perception of Personal Safety, Passenger Engagement and Communication
- Maximising the benefits of Technology
- Ensuring a Co-ordinated Transport Partnership response to Event Planning
- Adapting and responding to a new Transport Network



Simon Foster

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Strategic Context or Overview

Following the significant ongoing impact of the Covid-19 Pandemic, it is imperative that the Safer Travel Partnership work to encourage passengers back to public transport as they return to their offices, factories and schools across the region.

Passengers continue to tell us that they are feeling safer on the West Midlands public transport network than a decade ago. The value of passengers feeling safe cannot be underestimated. Department for Transport' figures suggest there would be 11.5% more public transport journeys made if passengers felt safer. For the West Midlands, this would equate to around 40 million extra journeys, helping reduce congestion and keep people moving.

To tackle the issues that matter to passengers, there are a series of actions that will be taken. The frameworks for delivery of these activities will reflect commitments under the West Midlands Bus Alliance, the Local Rail Collaboration, and Midland Metro Alliance. The mechanism for monitoring delivery of these actions will be achieved by the existing Safer Travel Partnership Strategy and Performance Board, the West Midlands Strategic Police and Crime Board, and the WMCA Transport Delivery Committee. It is agreed that during the timeline of this plan a new mechanism for monitoring the effective delivery of the Safer Travel Plan will be established (see Appendix A)

The overall objectives of the plan are to:

- **Increase your trust and confidence** in the Safer Travel Partnership through improved engagement, ensuring that information is published about the progress we are making to address passenger concerns.
- **Continue to reduce crime and anti-social behaviour** by using long-term preventative and problem-solving methods, taking every opportunity to engage with passengers and communicate initiatives.
- **Improve confidence and the travelling experience of women and girls** by targeted campaigns to improve reporting of unwanted sexual behaviour, deal robustly with sexual offences and take every opportunity to engage with this passenger group to address areas of concern.
- **Improve passenger satisfaction** in services by listening to passengers and dealing with the issues that matter most to them.
- **Supporting victims of crime** through a multi-agency safeguarding approach focusing on the threat, risk and harm to those individuals.
- **Increasing the understanding of passengers' needs and concerns** by listening to and working with passengers to identify needs and understand how partner agencies can continually improve services.
- **Keeping passengers informed about policing on public transport** by effectively communicating the work which affects local communities, listening to their views and learning from them.

Achieving a Reduction in Crime, Disorder & Anti-Social Behaviour

Whilst crime on the West Midlands public transport network has historically seen significant year on year reductions, there is some evidence to suggest that progress may be starting to plateau in some areas as reductions naturally become harder to sustain.

Increases in violent and 'knife-enabled' crime, to give just one example, highlight the need for resource levels to not only be maintained but, where possible, increased. On top of this, we need to maximize all aspects of joint working. Industry staff and the public have made it clear that visibility is a major factor in reducing crime and increasing public confidence. It is 'essential therefore' to support pro-active initiatives by:

- **Retaining the Safer Travel police team** at existing levels, maintaining resources whilst also seeking to build on this by attracting additional dedicated Special Constables and retaining and further training for those already recruited.
- **Increasing visibility on the transport network** now that the Community Safety Accreditation Scheme (CSAS) security staff accreditation has been achieved. They will in future be known as Transport Safety Officers (TSOs) and the funding for TSOs has been secured for the time of this plan and funding for additional TSOs is subject of submissions to government funding streams such as the Bus Service Improvement Plan. TSOs will be a significant resource when devising and delivering an ASB patrol strategy.
- **Ensuring that a robust performance regime is in place using a 'dashboard' approach across a range of specified objectives.** The current emphasis on promoting good performance by means of highlighting percentage reductions, given the current fluctuations in local and national crime trends and the partnership's historical reduction achievements, means that this should not be an exclusive approach. In accordance with the West Midlands Strategic Transport plan one of the indicators must be 'the number of recorded crime incidents on public transport'.

- **Continuing to reinforce intelligence tasking arrangements** with reference to forthcoming major events. This is especially relevant to the Commonwealth Games when an embedded link may be required within West Midlands Police and British Transport Police. Tasking will also need to be robust enough to provide direction to the additional TSO and Special Constable resources, identifying those sectors of the network which are more susceptible to crime and leading on multi-agency action plans and regular predictive analysis to bring about reductions.
- **Ensuring a coordinated response to trend specific problems by means of the production of STP action plans and coordinated operations.** This will be especially important, in relation to the work undertaken in respect of offences of unwanted sexual behaviour and violence against women and girls, weapon enabled crime and will include the development of subject matter expertise gained during Operation Sceptre. Establishing a coherent approach to the use of Stop & Search powers, ensuring that transport staff have also received all necessary behavioural and diversity awareness training, will be crucial. Similar approaches would apply to such things as County Lines drug supply activities, sexual exploitation through the activities of so-called grooming gangs, and modern day slavery. At a more local level criminal damage offences would also benefit from a set of targeted actions.
- **Enhancing the use of Byelaw powers and civil remedies** by ensuring that existing provisions are being used proportionately and effectively. At the same time, the making of seven bus byelaws in 2022 will address behaviour at key locations across the region. Other civil remedies such as using Restorative Justice schemes will continue to drive down reoffending rates for offenders aged 10-18 years.
- **Working together with partner organisations to identify efficiencies in an operational setting** across the spectrum of all functions, with the focus being on people and processes. This might include such things as joint training opportunities and ways to reduce duplication of effort in ASB case management.



Achieving Further Improvements in Public Perception of Personal Safety, Passenger Engagement & Communication

Research tells us that passenger footfall increases on public transport when the public feel they can use the network safely and with confidence. This in turn leads to increased revenue which could provide income for additional security and infrastructure. The challenge will be how to maintain and improve perceptions of passenger safety in a post-pandemic environment.

At a national level, passenger perception of safety figures are above 73%. This will, however, be a challenging target to maintain as the issue of safety has been a key concern during the Covid-19 pandemic with the additional rules and guidelines relating to the use of face coverings and social distancing on the transport network. During the transition phase out of these additional restrictions it will be a key focus of the Safer Travel Partnership to increase passenger numbers and work with those passengers to make them feel safer when using the transport network.

A good example of best practice remains the See Something Say Something campaign which allowed passengers to text the partnership, via mobile phone, the details of any anti-social behaviour incident of concern that they might witness on the bus network and at transport interchanges to a dedicated number.

This scheme has now been redesigned and rebranded with the introduction of a new dedicated TfWM owned number (81018) which was launched in the Spring of 2021 as 'See Say' with a broader remit to include other issues using different keywords such as 'roads' and 'fixit' for example. This new number runs alongside the national BTP number 61016 that users of the rail and tram network use to report all incidents.

The aim of the partnership is to keep pace with advances in social media to increase levels of participation in this scheme which enables passengers to feel as if they have a degree of agency over their environment, therefore making them feel safer.

Whilst a continued focus on technology will be a key driver in achieving success in this area, the partnership recognises that adopting a strategy of inclusivity with all sections of the community is also crucial. This approach needs to be reflected both internally with Safer Travel Partnership staff as well as with partner agencies and the public. Diversity equality, and inclusion need to be at the heart of the approach to engagement, as it should be with all other strands of activity. This includes the need for the partnership to have regard to the Public Sector Equality Duty in delivering this plan.

In broader terms the partnership intends to maintain and enhance its position as a key player in creating a crime-free environment, for example by:

- **Maintaining a robust policy towards providing educational support within schools and community groups to press home the wider safety message among younger people, the ‘hard to reach’, and socially excluded sections of the community.** Due to ongoing Covid-19 restrictions, there has been a greater emphasis on distance learning packages’ and ‘online delivery, these will continue until Covid-19 restrictions are in place. Such educational inputs in schools range from messaging about safety on transport networks (such as dealing with trespass and level crossing abuse) to crime specific issues such as the carrying of weapons. Back to School initiatives have also highlighted the need for Covid-19-related safety material to be produced while necessary. The recent focus on the Black Lives Matter movement has highlighted the need for organisations to do more in respect of diversity, equality and inclusion. The Safer Travel Partnership will also provide necessary support to offenders, who are often hard to reach through good offender management. Links into existing schemes dealing with mental health and illicit drug use, such as DIVERT will be explored. Any progress by the partnership needs to be measurable and reported in any governance meetings.
- **Supporting victims of crime, including key workers, across the transport network through a multi-agency approach and ensuring that the partnerships approach to safeguarding is effective.** As part of this process, to achieve uniformity of approach, the partnership will rely on existing policy and procedures in place within West Midlands Police, British Transport Police and the WMCA as well as existing safeguarding channels. In specific areas, such as domestic abuse, it is recognised that offending behaviour is highly unlikely to be focussed within a transport environment. Other workstreams, such as violence against women and girls and hate crime will identify and then offer support for victims. Targeted crime prevention messaging for all crimes will be used to prevent people from becoming victims of crime in the first place.
- **Engaging in campaigns of strategic importance, highlighted throughout the plan, to focus on priority crime and priority social issues.** In the case of crime, these could relate to Violence against women and girls (VAWG), domestic violence, youth violence, people trafficking, terrorism, child exploitation, and Female Genital Mutilation (FGM). At a local level, targeted campaigns addressing vehicle crime and bus corridor crime could reap dividends. A good example of best practice relates to the redesign of hate crime materials used in a targeted Safer Travel Partnership campaign which led to an increase in offences being reported.

- **Creating links with local Independent Advisory Groups and Travel Specific Community Groups, such as the Passenger Forum, in preparation for the Commonwealth Games as well as working collaboratively with Transport Focus, the creation of a dedicated transport scheme similar to a neighbourhood street scheme to be explored.** This would enable the partnership to test their policies with a cross-section of independent critical friends and subject matter experts as well as adding another layer of eyes and ears to the accredited volunteers supporting it. During the current pandemic, this has required the creative use of technology to move forward on a remote basis, but this could well prove to be a cost-effective option in the long term after the current crisis has ended. This approach needs to have a strong reporting process to help measure progress. When constructing these links, it is essential that efforts are made to increase the representation of young people and those from underrepresented groups.
- Creating adaptive social media strategies which reach out to and connect with multiple communities. Given the increasing age profile of communities who, historically, are more likely to use public transport, it is vital that the technology used adds value to their travel experience and is suited to their needs. The partnership has undergone a complete rebranding exercise during the current reporting period, both digitally and in print. In a post-Covid-19 environment, TfWM will be investing heavily in a marketing strategy which is designed to address issues relating to passenger confidence, congestion, and changes in agile working practices. The Safer Travel Partnership need to ensure that their approach to social media dovetails fully with this overall strategic aim.

Maximising on the Benefits of Technology

Better use of technology is fundamental to all aspects of this plan, above all public and staff safety. In a CCTV-rich environment, the opportunities for evidence gathering and real-time interventions are clear. The deployment of hand-held devices and the use of body-worn cameras have huge benefits and the partnership remains alive to new developments by:

- **Continuing to provide staff with more remote access to CCTV and access to body-worn cameras.** This will include a roll-out to capable guardians, such as TSOs and staff deployed in hot spot areas. In order to maximise on the opportunities from existing services, the partnership is exploring the potential for a police officer presence in the West Midlands Combined Authority control centre to enhance the current co-working arrangements. Proposals for an upgraded Metro Control Room should ensure complete connectivity with the partnership's Regional Transport Coordination Centre (RTCC). The Partnership will continue to work on identifying potential gaps in achieving
- **Continuing work on enhancing current technology, using high definition IP video as well as actively seeking to identify new innovations.** The STP currently has CCTV in several bus shelters, most of which were installed in 2012 and led to an 80% reduction in criminal damage offences. The partnership continues to explore the use of front-facing camera technology on routes highlighted by intelligence. The partnership will also fully engage with research into the use of drone technology to assist with the management of the transport system. Internally, the Safer Travel Case Management System has been updated and further developments are planned to bring systems more in line with the Combined Authority IT platform.

integrated CCTV links on the railway. Efforts are underway to create links into the CCTV element of the RTCC, with cameras at Birmingham New Street Station, Birmingham International, and Coventry train station.



- **Implementing in full the approved business case for the delivery of the enhanced Regional Transport Coordination Centre (RTCC) by 2021.** This is a multi-agency facility to assist with: (i) the coordination of the transport network during the delivery of the transport investment programme and other major events within the region and; and (ii) the ability to communicate disruptions to residents, business, and visitors ahead of time to keep the region moving. The RTCC will ensure connectivity to all control centres to work across the partnership and enable information flows from each of the locally based control centres. As a multi-agency, multi-modal collaboration, appropriate data sharing and information management systems will need to be in place in order to provide for the safe and secure transfer of information. This should include working with Local Highway Authority Designated Traffic Managers, National Highways and traffic enforcement staff to ensure that intelligence in relation to congestion hot spots is shared and joint initiatives undertaken, particularly on the Key Route Networks (KRN). The RTCC will also play a specific role through improved customer information channels (web and digital) for all modes of travel to residents, businesses, and visitors in order to help them avoid disruption, manage demand, and signpost them to alternative, more sustainable journey routes.
- **Engaging fully in the Highways Investment Strategy (HIS).** This strand of work will improve the key route network in several ways, including CCTV. Whilst the cameras to be deployed are going to monitor traffic flow at pinch-points across the region, they will also add value to the safety and security agenda.
- **A continuation of the use of ‘smart’ technology,** maximising on the use of cashless systems which can aid crime prevention and assist in the smoother flow of passengers. Ensuring that the effects of pre-paid off boarding ticketing on the SPRINT bus lines is monitored effectively to reduce revenue avoidance activity. This would also include support to ‘OneApp’ TfWM single application processes.

Ensuring a Co-ordinated Transport Partnership to Event Planning

Within TfWM, the Safer Travel Partnership has moved from the Customer Services Directorate to the Network Resilience Directorate. This has broadened the scope for staff, particularly within areas of events, emergency planning and traffic disruption. The partnership will:

- **Monitor the impact of the UKs departure from the EU and other international issues** which could still produce instability and public order problems as these are potentially long lasting. This includes an increase in hate crimes or large-scale demonstrations as well as increased lorry traffic and freight road/ rail networks. Such planning should ensure, for example, that plans for controlled closures are up to date and relevant to infrastructure changes. Whilst leaving with an agreement is widely seen as a positive step, the partnership needs to remain alive to a changing transport environment. There is also a need to be aware of other changes in the international risk profile – not only in terms of crime but other factors that can lead to increases in crime especially on the roads and transport network.
- **Review the nature and level of current partner relationships**, such as with the West Midlands Police Road Harm Reduction Team, Major Events Transport Board, Regional Transport Coordination Centre, Events, and Emergency Planning within TfWM and the Local Resilience Forum (Transport Sub-Group), in order to identify potential new strands of multi-agency working, intelligence and communication sharing, and utilisation of resources to achieve efficiencies in relation to event planning settings.
- **Ensure that STP contingency planning includes the identification and training of nominated Gold/ Silver/Bronze roles**, establishing a cohesive interface in relation to disruptive incidents to the transport network. This is particularly relevant in relation to Regional Transport Coordination Centre functions, having regard to events such as the Coventry City of Culture held last year and forthcoming 2022 Commonwealth Games, as well as working on a protocol which will enable the emergency services to work collaboratively and assist in response to major disruptions on the transport network.

- **Continue to develop and test a TfWM's Network Emergency Plan (NEP)** which will support emergency services in attendance at major incidents that could disrupt the transport networks. Working collaboratively to establish escalation mechanisms and protocols that benefit all partners in managing an incident on the transport network will be vital to this.
- **Develop an interface and strategy that utilises Safer Travel police, partnership and other resources at events that will have a significant impact on the transport network.** TfWM will continue to work collaboratively with partners in ensuring local events are safe, secure, and have factored public transport into the planning considerations. When such events take place, this collaborative approach ensures that the partnership's resources will be deployed accordingly and under appropriate control structures.

Adapting and Responding to a New Transport Network

The next few years will see significant changes to the way in which communities travel on public transport within the West Midlands, which has attracted huge investment in terms of infrastructure projects and seen an acceleration in Partnership working across many agencies. Given the effects of the Covid-19 pandemic, it will be more challenging to make accurate predictions in relation to future passenger travel patterns and volumes. This workstream is designed to ensure that reducing crime and promoting community safety remains at the core of all new cross-modal transport initiatives and deals with any gaps in service provision by:

- **Bidding for additional resources needed to address crime and community safety issues on the Metro**, as the expansion of the Metro network is achieved in the three years of this plan during extension projects together with the advent of SPRINT lines. The requirement of additional infrastructure such as CCTV cameras and associated resourcing to monitor the images will be required.
- **Developing an 'end to end journey' approach to addressing the safety requirements of the travelling public with a particular focus on meeting and exceeding designing out crime standards on transport infrastructure linked to the violence against women and girls campaign.** The STP will aim to better understand people's whole journey experience in terms of safety and

perceptions of safety. This could include infrastructure changes, crime reduction messaging, provision of patrols and safer environments to help make peoples door to door journey safer beyond just the bus, rail and tram networks. The artnership will work closely with Passenger Champions, the TfWM Customer Relations Team, the WMCA youth forum and WMP and BTP Design out crime experts to identify issues and to help create Safer routes to transport.

- **Actively pursuing infrastructure improvements designed to create a safer environment for passengers.** This would include projects such as those outlined in the A34 Sprint Route Plans - Sprint Bus Rapid Transit (BRT) and particularly those routes which come on stream by 2021. The Partnership will continue to pursue opportunities to develop the prototype Sprint Bus Shelters to improve perceptions of safety, optimising the use of CCTV and the free Wi-Fi system as well as highlighting the need to keep dedicated bus lanes obstruction free. Further CCTV coverage is also now in place at Bromsgrove Railway Station as well as increased provision at existing stations such as Alvechurch. The Partnership is also involved in contributing to the design and monitoring of new stations such as Willenhall, Darlaston, and Moseley (amongst others) as well as upgrade provision at the Commonwealth centred Perry Barr Station.

- **Placing pro-active solutions at the heart of all patrol activity, using tried and tested techniques across all cross-modal forms of transport.** This approach should include ensuring a safer environment in order to encourage walking and cycling. This is a potential new growth area for patrol activity and additional resources may need to be earmarked. With the stated aim of bikes making up 10% of all journeys by 2033, against a baseline of 1%, this mode of transport could increase dramatically. During the pandemic, further emphasis by patrolling officers has been placed on relationship building with staff. This should have long-term benefits and increase confidence.

● **Ensuring that Park and Ride plans include safety and security in every element of their creation and operation.** This work will include designing out crime strategies to deal with the ongoing current management of 9,000 car parking spaces, and a projected increase to 12,000 spaces as well as infrastructure projects affecting seven new rail stations and nine new car parks. Most recently this has involved the design and installation of new CCTV and controlled access schemes as part of station improvements for Longbridge (rail) and Bradley Lane (Metro).
- **Engaging fully in the development and delivery of transport recovery models, incorporating the Government's approach to dealing with the long-term effects of the Covid response.** It is currently estimated that it could take more than three years for rail travel to return to pre-Covid-19 levels. Maintaining public safety and reassurance levels will be one of the key factors in taking these plans forward. The partnership operates in a CCTV-rich environment across bus and rail networks and the presence of dedicated CCTV monitoring staff within the RTCC provides it with unique tools with which to monitor compliance levels in relation to COVID regulations. This allows the partnership to be agile in its approach to changing COVID regulations, adapting tactics to suit the need and occasion. To this end, key recovery considerations and actions must be made to ensure transport and security are considered within 'the new normal' following the global pandemic and its wide-reaching impact. Ensuring engagement with appropriate Government departments, regional structures such as the Local Resilience Forums Recovery Coordination Group, national planning forums, Operator engagement, economic groups, and other key stakeholders will assist in the delivery of this. As the situation evolves and events such as Coventry City of Culture are being delivered and the Commonwealth Games approach, understanding the ramifications, legislation, and specific requirements for operators and passengers will need to be considered and assessed. TfWM is committed to seizing the opportunity of creating new travel habits following the generational change which Covid-19 has created and the Safer Travel Partnership will need to fully embrace this ethos.

Appendix A

The Safer Travel Plan is currently monitored and scrutinised via several routes.

First is the Strategic Police and Crime Board where a report combined with Roads Policing is taken every 6 months.

Second is Transport Delivery Committee where again, a report is tabled every 6 months.

Both of the above reports are presented by Chief Inspector Operations West Midlands Police and Director of Network Resilience WMCA on behalf of the Safer Travel Partnership.

Third is the in house Strategy and Performance Board, which is set up at a senior level in WMCA to oversee performance on behalf of funding bodies. This included Superintendent Operations, Director Network Resilience, Commercial Director National Express, Commercial Director Metro, Head of Safety, Security and Emergency Planning WMCA and Inspector of the Safer Travel Police Team. The Office of Police Crime Commissioner will also be represented.

This Board allows for scrutiny to ensure that the various funding bodies that feed into the Safer Travel Partnership are getting value for money.

The above current structure will allow West Midlands Police to monitor quarterly performance in the quarterly review meetings with the designated Assistant Chief Constable. The WMP quarterly review meeting dates to be shared so that the Safer Travel Partnership can meet and prepare information to report back prior to those quarterly meetings.

In the duration of this Safer Travel Plan there is a need to review existing structures, consult on the terms of reference and then if agreed to develop a new governance board (suggested name Safer Travel Partnership Governance Board).

The functions of the group should include processes: -

- To ensure all relevant partners in the Safer Travel Partnership and signatories of the Safer Travel Plan are represented on the board.
- To monitor and evaluate the effectiveness, efficiency and performance of the Safer Travel Partnership every 6 months from the date of the governance board being established.
- To monitor how the Safer Travel Partnership are delivering on the performance outlined in the Safer Travel Plan.
- To ensure any new group has effective mechanisms allowing all partners to report information into this group to provide the appropriate level of scrutiny.
- To revise and develop Key Performance Indicators and performance measures to be monitored.
- To provide delivery routes for reporting on performance to this governance board and then feeding into the existing Strategic Police and Crime Board and Transport Delivery Committee. This will also allow timely reporting into the WMP quarterly review meetings chaired by the designated Assistant Chief Constable.

Source Documents

British Transport Police Authority Strategic Plan 2018- 2022

British Transport Police Strategic Assessment 2021

British Transport Police Annual Plan 2020/21

Commonwealth Games Strategic Transport Plan

Midland Metro Alliance Website

National Bus Strategy – West Midlands Bus Service Improvement Plan

Regional Transport Coordination Centre – Business Case Approval (May 2019)

Safer Travel Partnership – Local Transport Policing Plan (Interim 2020-2021)

Safer Travel Strategic Review – (2020)

Sprint Route Plans – A34 (TfWM)

TfWM – Post-Covid Recovery Programmes Strategy document – 2021

TfWM – Congestion Management Plan

Transport Focus National Tracker Surveys – May – October 2020

Transport User Community National Reports – August – October 2020

West Midlands Police & Crime Plan 2016 – 2020

West Midlands Police & Crime Plan 2021 -2024

West Midlands Strategic Transport Plan (Movement for Growth)

West Midlands Strategic Transport Plan (Movement for Growth) – 2026 Delivery Plan

West Midlands Railway – Single Network Vision (as part of Grand Rail Collaboration)

