

**BRITISH STANDARD  
EVALUATION  
  
OF  
  
WEST MIDLANDS COMBINED  
AUTHORITY  
RAIL STATIONS  
and  
CAR PARKS**

**1<sup>st</sup> January 2022  
to  
31<sup>st</sup> December 2022**

**EVALUATION OF THE WEST MIDLANDS COMBINED AUTHORITY  
CCTV SYSTEMS**

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## **1.0 METHODOLOGY**

In order to comply with the requirements of British Standard 7958, Closed Circuit Television (CCTV) Management and Operation – Code of Practice and the recommendations contained in Information Commissioner’s CCTV Code of Practice published in October 2014 and Biometrics and Surveillance Camera Commissioner’s ‘Surveillance Camera Code of Practice’ November 2021. West Midlands Combined Authority commissioned Plass Solutions Ltd to conduct an evaluation of the Rail Stations and car park CCTV systems that have been monitored by the CCTV Control Room for the twelve months under review.

Whilst the Information Commissioner’s CCTV Code of Practice and the Biometrics and Surveillance Camera Commissioner’s ‘Surveillance Camera Code of Practice’ mention that a review should be undertaken that assesses the effectiveness of the system, British Standards are specific in the criteria required to be covered by such an evaluation. However, the afore-mentioned Codes of Practice agree that the results of the evaluation should be publicly available.

The topics required to be covered by the British Standard are as follows:

- a) a description of the scheme and the geographical area(s) of operation the schemes policy statement
- b) the purpose and scope of the scheme
- c) any changes to the operation or management of the CCTV scheme
- d) any changes that have been made to the policy
- e) any proposals to expand or reduce the operation of the scheme
- f) the aims and objectives for the next 12 months.

The British Standard also requires the following information to be included within the evaluation:

- a) the number of incidents recorded by the scheme
- b) the number of incidents reported to the police and where appropriate other bodies
- c) an assessment of the CCTV scheme’s impact on crime levels and types of crime in the area covered by the scheme.

As the West Midlands Combined Authority CCTV Control Room is accredited to the above mentioned British Standard and the Biometrics and Surveillance Camera Commissioner’s ‘Surveillance Camera Code of Practice’, the following evaluation will focus on the content of that Standard and the Code of Practice as outlined above.

## **2.0 INTRODUCTION**

By 1992, crimes affecting the travelling public on some railway stations and car parks in the West Midlands had reached substantial levels. The seriousness and regularity of these incidents began to have an impact on the perception of crime on the railway network and in turn this was beginning to undermine the confidence of passengers.

In the early part of 1992, as a result of these high levels of crime, a working party commenced a feasibility study into the installation of Closed Circuit Television into the most seriously affected rail stations and car parks. The decisions were based upon crime analysis supplied by the British Transport Police and consultations with Police, passengers and rail staff. The Discussion/Strategy document was completed in October 1992 and recommended the installation of CCTV on eleven of the worst affected rail stations and car parks. Installation work commenced in March 1993. The original objectives were to reduce crime by 40% to 50% and raise the perception of security on the chosen stations.

In 1994, the first full year following installation of CCTV on the eleven stations and their car parks crime decreased by 84%. This trend continued but with generally smaller decreases. Three years after installation a survey amongst rail users on the stations with CCTV showed that 76% felt safer since cameras had been installed.

It became apparent that in order to initiate the appropriate response to incidents captured by the CCTV systems, it was essential to provide constant and effective monitoring. This would assist in creating a pro-active CCTV system as opposed to the passive application the system had become. The decision was therefore taken to provide constant monitoring of the CCTV systems within a dedicated environment and on the 22<sup>nd</sup> January 2001 the Network Safety and Security Centre was officially opened.

The success of the initial CCTV schemes in reducing crime and increasing passenger confidence in safety and security, whilst recognising the potential for displacement of crime on to other rail stations, prompted the development of a strategic approach to further expansion of this technology throughout both rail and bus stations which are the responsibility of West Midlands Combined Authority.

In order to provide a more effective service a dedicated CCTV control room was constructed and monitoring of all CCTV systems commenced in May 2011. This has enabled state of the art technology to be introduced into a specially designed environment. At the present time there are a total of 53 rail stations and car parks monitored in the West Midlands Combined Authority Control Room.

### **3.0 POLICY STATEMENT AND SCHEME DESCRIPTION**

#### **3.1 Closed Circuit Television**

The scheme initially comprises of cameras located in specific external and internal locations with control, monitoring and recording facilities at a dedicated control room. A problem orientated process was utilised to assess the appropriateness of CCTV in the area subject of this evaluation. The cameras have therefore been sited to capture images that are relevant to the purposes for which the scheme has been established. The purposes of the CCTV scheme are outlined later in this report. As previously mentioned the CCTV Control Room has now been moved from the previous location into a purpose design facility.

#### **3.2 Ownership**

The scheme is owned by West Midlands Combined Authority who is responsible for the management, administration and security of the system. West Midlands Combined Authority and its partners will ensure the protection of individuals and the public by complying with the Codes of Practice.

Should the public wish to make contact with the owners of the scheme they may write to:

Public Affairs  
West Midlands Combined Authority  
16 Summer Lane  
Birmingham  
B19 3SD

The above contact point will be available to members of the public during office hours. Enquirers will be provided with the relevant documentation on request.

#### **3.3 Policy Statement**

To promote public confidence by developing a safe and secure environment for the benefit of those employed, visiting or using the facilities provided by West Midlands Combined Authority.

To inspire public confidence by ensuring that all public area Closed Circuit Television (CCTV) systems which are linked to the West Midlands Combined Authority CCTV Control Room are operated in a manner that will secure their consistent effectiveness and preserve the civil liberty of law abiding citizens at all times.

## **4.0 THE PURPOSE AND SCOPE OF THE SCHEME**

### **4.1 Purposes of the scheme**

The following are the objectives for which West Midlands Combined Authority CCTV system was established:

- a) assist in the prevention and detection of offences
- b) reduce both the real and perceived level of crime
- c) reduce the fear of crime
- d) improve confidence in the rule of law
- e) assist in the apprehension and prosecution of offenders.
- f) gather evidence by a fair and accountable method
- g) create a safer community, improving the quality of life for all by:
  - reducing car crime
  - monitoring public disorder
  - monitoring the movement of people in emergency situations, e.g evacuation
  - providing assistance in civil claims
  - providing assistance with issues relating to public safety and health

### **4.2 Scope of the scheme**

The cameras have been sited to capture images which are relevant to the purpose for which the schemes has been established.

The schemes will be operated fairly, within the applicable law and only for the purposes for which it is established or which are subsequently agreed in accordance with the Code of Practice.

Operators are aware of the purpose(s) for which the schemes have been established and that the CCTV equipment is only used to achieve the identified purposes.

The schemes will be operated with due regard for the privacy of the individual.

Before cameras are placed in residential areas the residents in that area will be consulted concerning the proposed system. The results of the consultation will be taken into account. The public interest in the operation of the schemes will be recognised by ensuring the security and integrity of operational procedures.

The systems will only be operated by trained and authorised personnel.

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An evaluation of the schemes is carried out annually and this will be available to the public at specified locations.

West Midlands Combined Authority and partners support the individual's right to privacy and will insist that all agencies involved in the provision and use of Public CCTV systems connected to the West Midlands Combined Authority CCTV Control Room accept this fundamental principle as being paramount.

The schemes aim to provide surveillance of the public areas in order to fulfil the purposes of the schemes. The area protected by CCTV is indicated by the presence of signs. The signs are placed so that the public are aware that they are entering a zone which is covered by surveillance equipment. The signs state the organisation responsible for the schemes, the purposes of the schemes and a contact telephone number. Data will not be held for longer than necessary and disposal of information will be regulated.

The schemes are registered with the Information Commissioner. The registration number is Z5897556. The schemes will be managed in accordance with the principles of the Data Protection Act 2018, Human Rights Act 1998 and all other relevant legislation

Reviews of Data Protection and Legal requirements are undertaken annually.

#### **4.3 Personnel**

All personnel involved with the monitoring of CCTV have or are in the process of being security screened in accordance with British Standards.

#### **4.4 Training**

All employees engaged in the monitoring and operation of CCTV have or are in the process of receiving training to the standards required by the Private Security Industry Act 2001. As a further requirement of the above Act all operators will be licensed by the Security Industry Authority.

#### **4.5 Operation of the scheme**

The system is operated in accordance with a recognized Code of Practice and Procedural Manual.

#### **4.6 Audit**

As mentioned in the introduction to this report the scheme is required to be independently monitored this includes a review of the scheme's operation and working practices.

An audit has been undertaken on 13<sup>th</sup> October 2022 prior to this evaluation report which considered the following:

- a) the level of attainment of objectives and procedures.

The level of attainment of objectives is covered in the main evaluation. The statistics relate to the 2022 period. Procedures are governed by the Code of Practice and Procedural Manual. These were reviewed and comply with relevant processes and legislation in particular the Data Protection Act 2018 and Human Rights Act 1998.

- b) random audits of the data log and the release of information

All administrative documentation, which incorporate the release of information and incident reports in connection with this scheme were examined and all appear to be completed in accordance with the Procedural Manual.

- c) the review policy

The review policy is outlined within the Code of Practice. Procedures are reviewed on an ongoing basis in order to comply with procedures and legislation.

- d) standard of costs for the release or viewing of material

The Information Commissioner confirms the cost should be free of charge. However, West Midlands Combined Authority may charge reasonable fees when responding to manifestly unfounded or excessive requests. There were no Subject Access Requests received and processed in 2022.

- e) Legislation

At the time of the above audit all legislative requirements appear compliant.



## **5.0 CHANGES IN OPERATION, MANAGEMENT OR POLICY**

As reflected in the Code of Practice, any major changes to the Code of Practice take place only after consultation with the relevant management group and upon agreement of the organisations with a participatory role in the operation of the system.

**5.1** Major changes to the code are defined as changes which affect its fundamental principles and shall be deemed to include:

- additions and omissions of cameras to the system matters which have privacy implications
- additions to permitted uses criteria e.g. purposes of the scheme
- changes in the right of access to personal data, except statutory requirements
- significant legal implications.

**5.2** Minor changes to this Code of Practice are defined as operational and procedural matters which do not affect the fundamental principles and purposes; these include:

- additions and omissions of contractors
- additional clarifications, explanations and corrections to the existing code
- additions to the code of practice in order to conform to the requirements of
- any statutory Acts and changes in criminal legislation.

A minor change may be agreed between the manager and the owner of the system.

There have been amendments to the Code of practice or procedures during the period under evaluation and these are mainly updates to legislation and guidance.

The Code of Practice is subject to annual review. A copy of the Code of Practice can be obtained by writing to:

Public Affairs  
West Midlands Combined Authority  
16 Summer Lane  
Birmingham  
B19 3SD

## **6.0 PROPOSALS FOR THE SCHEMES INCLUDING AIMS AND OBJECTIVES**

West Midlands Combined Authority CCTV Control Room utilises the latest technology in Closed Circuit Television. This is seen as being beneficial to all those who visit, reside and work in the area.

The aims and objectives remain the same and these are the prevention and detection of crime, to reduce the fear of crime and make the area a safe environment.

## **7.0 STATISTICAL ANALYSIS AND EVALUATION**

In order to achieve meaningful evaluation, the CCTV scheme must be assessed against specific performance indicators which are relevant to the objectives of the scheme. This can be achieved by utilising baskets of indicators which are divided into the categories of Contextual, Key and Support Indicators.

### **7.1 Contextual Indicators**

Contextual Indicators relate to the circumstances or background surrounding the particular initiative. In this case the purposes of the CCTV are mainly to prevent and detect crime. Indicators will include both British Crime Statistics and Police Recorded statistics for this type of crime.

### **7.2 Key Indicators**

Key Indicators are closely related to the actual objectives of the particular initiative and attempt to measure its effect. This will include the total crime for the police area.

### **7.3 Support Indicators**

Support Indicators are used to refute or verify the key indicators. The measurements will include the number of images seized by police which contain evidential value.

## **7.4 EVALUATION**

### **7.4.1 British Crime Survey**

The responsibility for the publication of crime statistics transferred from the Home Office to Office of National Statistics (ONS) in April 2012, with the year starting on 1<sup>st</sup> July and finishing on 30<sup>th</sup> June. The following information has been taken from the ONS website.

This is the first Crime Survey for England and Wales (CSEW) to use a full 12 months of data from face-to-face interviews since the coronavirus (COVID-19) pandemic. Comparing it with the year ending March 2020 gives a comparable estimate to the period before the coronavirus pandemic. It is important to note that because of the Crime Survey methodology, the latest figures include some experiences of crime that took place during social restrictions.

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The latest figures from the CSEW for the year ending September 2022 showed that compared with the pre coronavirus pandemic year ending March 2020, total crime decreased by 10%. Focusing on individual crime types:

- The year ending September 2022 estimates showed that overall theft decreased by 20% compared with year ending March 2020.
- The year ending September 2022 estimates showed that fraud has now returned to pre-coronavirus pandemic levels (no significant change compared with the year ending March 2020); this suggests increases may have been specific to the coronavirus pandemic period, rather than a sustained change in trends.

While police recorded crime is not generally a good indicator of trends in crime, for some crime types, it can give more insight into lower-volume but higher-harm crimes, including those that the survey does not cover, or capture well. For such crimes, there have been increases in the last year (since the removal of social restrictions), though they remain below pre-coronavirus pandemic levels, for example:

- The number of homicides decreased by 8% to 663 offences compared with the year ending March 2020, where there were 719 offences; this compares with a 2% increase with the year ending September 2021.
- Police recorded offences involving knives or sharp instruments is down 8% to 50,434 offences compared with the year ending March 2020; this compares with an 11% increase with the year ending September 2021.
- The number of police recorded robbery offences also remained 21% lower (70,881 offences) than the year ending March 2020 (90,204 offences); more recently, robbery offences increased 15% compared with the year ending September 2021 (61,521 offences).

Police recorded sexual offences have risen by 22% compared with the pre-coronavirus pandemic year ending March 2020. This increase to 199,021 offences was the highest annual figure recorded in England and Wales. When interpreting police recorded sexual offences, it is important to note that these figures may reflect a number of factors, including the impact of high-profile cases and campaigns on victims' willingness to report both recent and historical incidents. For a subset of forces supplying data to the Home Office Data Hub, 22% of all sexual offences in the year to September 2022 had taken place over a year prior to the incident being recorded.

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From data gathered by both police recorded crime and the CSEW to September 2022, it appears too early to say whether or not the decreases seen in most crime types occurring during the coronavirus pandemic will come to represent a sustained change in long-term trends. The CSEW remains the best estimate of long-term trends, although it is also important to note that additional caution must be taken when using these data. Both CSEW and police recorded crime are not designated as National Statistics.

The year ending September 2022 refers to 12 months of data collection between October 2021 and September 2022. Data collected during this period include experiences of crime in the 12 months before the interview month, and therefore includes crimes committed during the coronavirus pandemic and as early as October 2020.

According to Crime Survey for England and Wales (CSEW) estimates for the year ending September 2022, adults aged 16 years and over experienced 9.1 million offences. This was a statistically significant decrease (10%) compared with the year ending March 2020 survey data. This was predominantly because theft offences decreased by 20% (from 3.3 million to 2.6 million offences). The latest CSEW figures included in this release are based on interviews conducted between October 2021 and September 2022, measuring experiences of crime in the 12 months before the interview. This means crimes recorded on the survey could have occurred as far back as October 2020 and as recently as August 2022. Crime survey estimates for the year ending September 2022 are not National Statistics. Caution should be taken when using these data because of the impact of lower response rates in the first months of fieldwork on the quality of the estimates. Since the mid-1990s, there have been long-term falls in overall CSEW crime estimates. Long-term trends also vary by crime types.

Police recorded crime levels in England and Wales have been substantially affected by the coronavirus (COVID19) pandemic and restrictions on social contact. In line with CSEW comparisons, police recorded crime levels are compared with pre-coronavirus pandemic levels in the year ending March 2020.

Comparisons with the year ending September 2021 show patterns in crime since the easing of social restrictions. Improvements to recording processes and practices by the police, expansions of the recorded crime collection to include new offences, variations in police activity, more victims reporting crime, and genuine increases in some types of crime, have each made substantial contributions to rises in recorded crime over recent years. This effect has been more pronounced for some crime types. For some types of offence these figures do not provide reliable trends in crime.

Police recorded crime in England and Wales in the year ending September 2022 exceeded pre-coronavirus pandemic levels. The 6.6 million crimes recorded were 10% higher compared with the year ending March 2020 (6.1 million offences). This overall increase was largely driven by increases in the offence categories, which are most subject to changes in reporting and recording practices. Therefore, these estimates should be treated with caution as they may not reflect a genuine increase in crime. In the year ending September 2021, police recorded crime fell to 5.8 million offences, driven by national lockdowns and restrictions to social contact during this period. The impact that government public health restrictions had during the coronavirus pandemic on levels of police recorded crime can be clearly seen when looking at quarterly figures. Since the year ending September 2021, police recorded crime has increased by 14% in the year ending September 2022. Police recorded crime includes crimes against people, households and businesses in both residential and non-residential settings, such as non-domestic burglary, societal crimes such as drug taking, and crimes against children. Police recorded crime volumes are higher than those committed against individuals only.

#### **7.4.2 West Midlands Police crime and offence statistics.**

As previously mentioned, contextual performance indicators are closely related to the background and environment of the particular initiative, it is therefore advantageous to examine the context in which the cameras operate. This will include the total crime for the police area. There is an argument that the number of recorded offences would be reflected in the levels of incidents created by the CCTV operators.

During 2018 the recorded crime has increased by 4%. There was an increase in Violence (+27%), Other Crime (+15%), Drugs (+9%), Public Order (+27%), Vehicle (+3%), Theft from a Person (+11%), Weapons (+28%), Burglary (+8%), Other Theft (+6%) and Robbery (+12%). Decreases were recorded in Anti-Social Behaviour (-22%), Criminal Damage/Arson (-3%), Bike Theft (-10%), and Shoplifting (-5%).

During 2019 the recorded crime has decreased by -0.2%. There was an increase in Weapons (+28%), Drugs (+25%), Violence (+22%), Public Order (+19%), Other Crime (+17%) and Robbery (+8%). Decreases were recorded in Bike Theft (-18%), Anti-Social Behaviour (-17%), Burglary (-15%), Other Theft (-15%), Shoplifting (-11%), Vehicle (-11%), Theft from a Person (-4%) and Criminal Damage/Arson (-2%).

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During 2020 the recorded crime has increased by 7.5%. There was an increase in Public Order (+41%), Anti-Social Behaviour (+40%), Violence (+25%), Other Crime (+25%), Weapons (+8%) and Drugs (+3%). Decreases were recorded in Theft from a Person (-33%), Shoplifting (-30%), Burglary (-22%), Robbery (-22%), Other Theft (-21%), Vehicle (-19%), Criminal Damage/Arson (-14%) and Bike Theft (-9%).

The recorded crime data for 2021 could not be fully obtained. West Midlands Police have made a statement on their website “Due to recent major system changes, the force is unable to provide Crime and Stop and Search data from April 2021 onwards. The force aims to rectify this issue as soon as possible in the coming months.” The data below, therefore, is for a period of 5 months from January to May 2021.

The recorded crime has increased by 22%. There was an increase in Public Order (+66%), Weapons (+61%), Violence (+49%), Criminal Damage/Arson (+48%), Other Crime (+41%), Drugs (+24%), Other Theft (+7%), Bike Theft (+4%) and Robbery (+1%). Decreases were recorded in Burglary (-19%), Anti-Social Behaviour (-16%), Vehicle (-5%), Theft from a Person (-3%) and Shoplifting (-3%).

During 2022 the recorded crime has increased by 8%. There was an increase in Other Crime (+1043%), Shoplifting (+42%), Drugs (+29%). Public Order (+29%), Violence and Sexual (+19%), Criminal Damage/Arson (+13%), Vehicle (+2%) and Bike Theft (0%). Decreases were recorded in Other Theft (-14%), Weapons (-21%), Burglary (-36%), Robbery (-40%), Anti-Social Behaviour (-66%) and Theft from a Person (-67%).

#### **7.4.3 Analysis of Recorded Crime Levels – Rail stations and Car Parks**

During 2021, there were 652 offences recorded in the areas covered by the CCTV systems. In 2022, the number of offences has increased to 841 occurrences. Walsall and Birmingham Moor Street were the main location for offences with 57 and 55 incidents each. The category of offences for each location can be found in Appendix ‘A’. Without a more detailed analysis it is difficult to establish if the CCTV has had positive effect and it will be necessary to monitor and evaluate the system over the next 12 months.

### **7.5 Support Indicators**

#### **7.5.1 Incident Reports - 2018, 2019, 2020, 2021 & 2022**

The success of a CCTV scheme relies, to a considerable extent, on the pro-active use of the system by the operators. This sophisticated technology is primarily a passive device and without human interaction it relies on an incident occurring within its field of view, this is the case even when on automatically programmed patrols.

It is necessary therefore to ascertain if the system is being used to its full potential by those operating the cameras and one method of establishing this is to analyse the Incident Reports. Details of incidents dealt with by Operators are passed to the relevant authority. Incidents are not always responded to immediately by the Police, but are monitored and recorded by Operators on their behalf.

### **7.5.2 Analysis of Recorded Incidents**

It is necessary to be able to justify the existence of each camera which forms part of the CCTV scheme and the only measurement is when it has been used during an incident.

It should be explained that when monitoring of an incident, it is normal practice to use a number of cameras and therefore the analysis will have no resemblance to the actual number of incidents. However, it will provide an indication of the usefulness of each camera to the overall system when dealing with incidents.

During 2018 the number of uses decreased to 4206 and this averaged out at 2 usages for each camera. During 2019 the number of uses decreased to 735 and this averaged out at 2 usages for each camera. During 2020 the number of uses increased to 760 and this averaged out at 2 usages for each camera. During 2021 the number of uses increased significantly to 1637 and this averaged out at 1 usage for each camera. In 2022 the number of uses increased again to 1974 and this averages out at 2 usages for each camera. An analysis of the number of recorded incidents can be found in Appendix 'C'.

Using a formula employed by a number of Local Authorities, all cameras with less than half the average number of usages would be regarded as being 'at risk' of further consideration. Using a similar formula as described, during 2018 there were 378 cameras below half the average of 2 usages. During 2019 there were 945 cameras below half the average of 2 usages. During 2020 there were 971 cameras below half the average of 2 usages. During 2021 there were 740 cameras below half the average of 1 usage. In 2022, there were 722 cameras below half the average of 1 usage and these should be further investigated as to their continued justification. However, most of these cameras have specific and/or unique operational requirements, which include the security of staff and people using the station facilities.



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Two of the primary purposes for the installation of CCTV into the locations under review are the prevention of offences and the protection of life and property. The low incident rate would tend to suggest that the individual CCTV systems are achieving the required outcomes. However, the reality is more complex, as the systems may form part of a package of crime reduction initiatives and techniques. Also, under reporting may contribute to the assumption that an initiative is achieving the required results.

### **7.5.3 Viewing and Seizure of evidence**

The viewing and subsequent copying/seizure of recorded images can act as an indicator to support or refute the effectiveness of the scheme in obtaining meaningful evidence.

However, it is difficult, if not impossible to ascertain from police records whether the images viewed have been used as evidence to obtain a conviction at court, assisted in any other clearance process or been used for intelligence purposes.

During 2018, there were 489 reviews conducted by the police and this was an increase of 18 over the previous period. 366 DVD/CDs, 33 USBs and 90 stills were issued to the Police. During 2019, there were 414 reviews conducted by the police and this was a decrease of 75 over the previous period. 346 DVD/CDs, 8 USBs and 60 stills were issued to the Police. During 2020, there were 242 reviews conducted by the police and this was a decrease of 172 over the previous period. 201 DVD/CDs/USBs and 78 stills were issued to the Police and third parties. During 2021, there were 115 reviews conducted by the police and this was a decrease of 1127 over the previous period. 81 DVD/CDs/USBs and 34 stills were issued to the Police and third parties.

The viewing and subsequent copying/seizure of recorded images can act as an indicator to support or refute the effectiveness of the scheme in obtaining meaningful evidence. The following requests were issued:

<b>Requests to View and Evidence Issued in 2022</b>			
	<b>Requests to View</b>	<b>DVD/CD/USB issued</b>	<b>Stills issued</b>
Police	267	400	65
Third Party	54	55	1
Subject Access Requests	0	0	0
<b>TOTAL</b>	<b>321</b>	<b>455</b>	<b>66</b>

#### **7.5.4 Complaints**

A member of the public wishing to make a complaint about the system may do so through West Midlands Combined Authority's complaint procedure. A copy of the complaint procedure is available by writing to:

Public Affairs  
West Midlands Combined Authority  
16 Summer Lane  
Birmingham, B19 3SD

A complaints process has been documented. A record of the number of complaints or enquiries received will be maintained together with an outline of the action taken. During the period of evaluation there have been no recorded complaints concerning the schemes in question or compliments received.

#### **7.5.5 Privacy Impact Assessments**

During 2022 there have been no additional cameras installed in the locations subject of this evaluation and therefore no Privacy Impact Assessments undertaken.

## **8.0 CONCLUSION AND RECOMMENDATIONS**

### **8.1 Introduction**

This camera evaluation focuses on the 1242 public space Closed Circuit Television surveillance cameras installed on the rail stations and car parks monitored by West Midlands Combined Authority in their CCTV Control Room facility.

### **8.2 Recorded Crime**

During 2018 the number offences increased to 788 occurrences. During 2019 the number offences decreased to 662 occurrences. During 2020 the number offences decreased to 515 occurrences. During 2021, there were 652 offences recorded in the areas covered by the CCTV systems. In 2022, the number of offences has increased to 841 occurrences. Walsall was the main location for offences. The category of offences for each location can be found in Appendix 'A'.

### **8.3 Recorded Incidents by CCTV Operators**

During 2018 there were 4206 incidents recorded by the CCTV operators, this decreased to 735 incidents in 2019. In 2020 it increased slightly to 760 but decreased again in 2021 to 482. In 2022 the number increased to 586 incidents recorded by the CCTV operators. There is now a total of 1242 cameras installed on the rail stations and car parks. The average number of incidents per camera during 2018 was 4. During 2019 it decreased to 2 incidents per camera and remained the same in 2020 with 2 incidents per camera. During 2021, it decreased to 1 incident per camera. In 2022, it remained the same at 1 incident per camera.

The type of incidents can be found in Appendix 'B' and the number of camera uses for each camera can be found in Appendix 'C'.

### **8.4 Police Reviews of footage**

Another important indicator is the number of reviews conducted by the police. During 2019, there were 414 reviews conducted by the police and this was a decrease of 75 over the previous period. 346 DVD/CDs, 8 USBs and 60 stills were issued to the Police. In addition to the Police, there were 47 DVDs, no USBs and 9 Stills issued to third party requests.

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During 2020, there were 279 reviews conducted by the police and this was a decrease of 135 over the previous period. 201 DVD/CDs/USBs and 78 stills were issued to the Police and third parties.

During 2021, there were 100 reviews conducted by the police and this was a decrease of 179 over the previous period. 66 DVD/CDs/USBs and 34 stills were issued to the Police and 15 DVD/CD/USBs and no stills to third parties.

In 2022, there were 267 reviews conducted by the police and this is an increase of 167 over the previous period. 400 DVD/CDs/USBs and 65 stills were issued to the Police and 55 DVD/CD/USBs and 1 still to third parties

Generally, it would appear to indicate that the police and third parties are finding the CCTV systems useful and this is a positive support indicator.

### **8.5 Future Evaluations**

It has not been possible to provide an analysis which justifies continued use of each camera, due to the problems of extracting the relevant data from the management system. This is an area which needs to be addressed in order for meaningful evaluation of the system to be undertaken.

The Information Commissioner's CCTV Code of Practice makes the following requirement;

*"If you are already using a surveillance system, you should regularly evaluate whether it is necessary and proportionate to continue to use it"*

*"You should review regularly whether the use of CCTV continues to be justified. It is necessary to renew your notification with the ICO annually, so this would be an appropriate time to consider the ongoing use of such systems."*

*...there should be a periodic review, at least annually of the system's effectiveness to ensure that it is still doing what it was intended to do. If it does not achieve its purpose, it should be stopped or modified."*

**Information Commissioners Code of Practice 2014**

The purposes and scope of the systems are detailed in Section four of this report and these include the prevention and detection of offences. Whilst it is not possible to make an assumption that the CCTV system is actually preventing offences, it is a component part of the preventative package.

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To remove or modify the use of the CCTV system may also detract from a further identified purpose, this being to reduce the fear of crime. It is therefore recommended that at present the system is effective in achieving its purpose, however, there is no current research available which would indicate the public or employees' perceptions and this is an area which could provide valuable information in future evaluations.

It is a recommendation that the West Midlands Combined Authority Rail CCTV systems continue to be evaluated on an annual basis. This will ensure future compliance with the British Standard, which is assessed each year, it will also provide compliance with legislation and ensure continuous measurement of fluctuations and monitoring for any emergence of life cycles, which could cause a decline in the initiative. CCTV evaluations are also required for compliance to the Surveillance Camera Code of Practice 2021.

## **APPENDIX 'A'**

### **RECORDED OFFENCES**

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**APPENDIX A**

**Recorded Offences 2018 – 2022**

Crime Start Location	Code	2018	2019	2020	2021	2022
ACOCKS GREEN	Criminal Damage	3	2	6	4	4
	Drugs	0	0	0	1	0
	Other	2	1	5	1	0
	Pedal Cycle Offences	2	1	0	0	0
	Public Order/ASB	3	0	3	0	1
	Robbery	0	0	0	0	0
	Route Crime	0	0	1	0	0
	Sexual offences	1	0	0	0	0
	Theft of passenger property	0	0	0	1	0
	Vehicle Crime	3	3	1	0	1
	Violence	2	0	1	1	0
<b>ACOCKS GREEN Total</b>		<b>16</b>	<b>7</b>	<b>16</b>	<b>8</b>	<b>6</b>
ALVECHURCH RAILWAY STATION	Criminal Damage	0	0	0	2	2
	Drugs	0	0	0	0	0
	Other	0	0	0	0	1
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	1	1
	Route Crime	0	0	0	0	0
	Sexual offences	0	0	0	1	0
	Theft Of Passenger Property	0	0	0	0	0
	Violence	0	0	0	1	0
<b>ALVECHURCH RAILWAY STATION Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>
ASTON	Criminal Damage	1	5	5	0	0
	Drugs	0	0	0	0	1
	Other	1	1	1	1	0
	Pedal Cycle Offences	0	0	0	1	1
	Public Order/ASB	5	0	1	1	4
	Robbery	0	1	0	4	2
	Route Crime	0	0	1	1	0
	Sexual offences	3	0	0	1	0
	Theft Of Passenger Property	4	0	0	2	1
	Violence	2	0	0	5	5
<b>ASTON Total</b>		<b>16</b>	<b>7</b>	<b>8</b>	<b>16</b>	<b>14</b>
BERKSWELL	Criminal Damage	1	4	3	0	3
	Other	1	0	0	0	0
	Pedal Cycle Offences	3	2	0	1	3
	Public Order/ASB	2	0	0	0	2
	Route Crime	0	0	0	1	0

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	Sexual	0	0	1	0	0
	Vehicle	3	2	0	1	5
	Violence	0	0	4	1	1
<b>BERKSWELL Total</b>		<b>10</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>14</b>
BESCOT	Criminal Damage	1	7	3	1	1
	Drugs	0	0	0	0	1
	Other	0	0	0	0	2
	Pedal Cycle Offences	0	0	0	1	0
	Possession of weapons	0	0	0	0	1
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	0	1
	Route Crime	1	0	0	0	0
	Sexual	0	0	0	1	0
	Theft Of Passenger Property	0	1	0	0	2
	Vehicle Crime	0	8	1	1	8
	Violence	0	0	0	1	5
<b>BESCOT Total</b>		<b>2</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>21</b>
BILSTON CENTRAL TRAM STOP	Criminal Damage	0	0	0	0	1
	Other	3	0	1	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	3	0	0	0	0
	Route	0	0	0	1	0
	Sexual	0	0	0	0	0
	Vehicle Crime	0	1	1	0	0
	Theft Of Passenger Property	0	0	0	1	0
	Violence	0	0	0	1	0
<b>BILSTON CENTRAL TRAM Total</b>		<b>6</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>
BLACK LAKE TRAM STOP	Criminal Damage	0	0	0	4	0
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	0	1
	Route	0	0	0	1	0
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0
	Violence	0	0	0	0	0
<b>BLACK LAKE TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>
BLAKE STREET	Criminal Damage	1	1	1	1	0
	Other	0	0	2	0	0
	Pedal Cycle Offences	1	0	1	0	0
	Public Order/ASB	0	1	0	1	0
	Theft Of Passenger Property	1	0	0	0	0
	Vehicle Crime	3	1	3	0	1



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	Violence	0	0	0	2	2
<b>BLAKE STREET Total</b>		<b>6</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>3</b>
BRADLEY LANE METRO STATION	Criminal Damage	0	0	0	0	3
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	0
	Route crime	0	0	0	1	0
	Theft Of Passenger Property	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Violence	0	0	0	0	0
<b>BRADLEY LANE METRO STATION Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
BOURNVILLE	Criminal Damage	5	5	5	3	2
	Other	1	0	4	0	0
	Pedal Cycle Offences	9	2	3	0	0
	Public Order/ASB	2	0	0	1	1
	Route Crime	0	0	2	0	1
	Sexual	0	0	0	0	1
	Theft Of Passenger Property	1	0	0	1	1
	Vehicle Crime	0	0	0	1	0
	Violence	3	4	1	0	2
<b>BOURNVILLE Total</b>		<b>21</b>	<b>11</b>	<b>15</b>	<b>6</b>	<b>8</b>
BROMSGROVE	Criminal Damage	5	0	0	5	1
	Drugs	0	0	0	0	0
	Other	1	3	2	1	0
	Pedal Cycle Offences	9	5	5	0	5
	Public Order/ASB	0	3	3	1	4
	Robbery	0	2	2	1	0
	Route crime	0	0	1	0	1
	Sexual	2	0	0	1	0
	Theft of Passenger Property	1	3	0	2	2
	Vehicle crime	0	2	2	0	0
	Violence	2	3	4	3	3
<b>BROMSGROVE Total</b>		<b>20</b>	<b>21</b>	<b>19</b>	<b>14</b>	<b>16</b>
CANLEY	Criminal Damage	2	2	0	0	2
	Drugs	0	0	0	0	0
	Other	3	1	1	1	0
	Pedal Cycle Offences	11	7	0	5	4
	Possession of weapons	0	0	0	0	1
	Public Order/ASB	1	0	0	0	0
	Robbery	0	1	0	0	1
	Route Crime	0	0	0	0	1
	Sexual	1	0	0	0	1
	Theft of Passenger Property	0	0	0	1	1
	Vehicle Crime	0	4	3	4	1

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	Violence	1	0	0	0	0
<b>CANLEY Total</b>		<b>19</b>	<b>14</b>	<b>4</b>	<b>11</b>	<b>12</b>
CHESTER ROAD	Criminal Damage	1	0	3	6	9
	Drugs	0	0	0	0	1
	Other	1	1	0	1	1
	Pedal Cycle Offences	0	0	0	0	0
	Possession weapons	0	0	1	0	0
	Public Order/ASB	1	1	0	1	1
	Robbery	0	0	0	0	0
	Route Crime	0	0	0	0	0
	Sexual	1	0	0	0	0
	Theft of Passenger Property	3	0	0	1	0
	Vehicle crime	0	1	2	0	6
	Violence	1	1	0	0	2
<b>CHESTER ROAD Total</b>		<b>8</b>	<b>4</b>	<b>6</b>	<b>9</b>	<b>20</b>
CORPORATION STREET TRAM STOP	Criminal Damage	0	0	0	0	1
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	0	0
	Route	0	0	0	0	0
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	1
	Violence	0	0	0	0	1
<b>CORPORATION STREET TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
COSELEY	Criminal Damage	0	2	2	2	1
	Drugs	0	0	0	0	0
	Other	3	2	0	0	0
	Pedal Cycle Offences	2	0	0	0	0
	Public Order	0	0	0	0	1
	Robbery	0	0	0	0	0
	Route Crime	0	0	3	2	2
	Sexual	1	0	0	0	2
	Theft of Passenger Property	0	0	0	0	0
	Vehicle Crime	0	0	3	2	5
	Violence	4	0	0	0	5
<b>COSELEY Total</b>		<b>10</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>16</b>
CRADLEY HEATH	Criminal Damage	2	7	1	3	2
	Drugs	0	0	0	0	0
	Other	0	0	0	1	0
	Pedal Cycle Offences	2	3	1	2	0
	Public Order/ASB	4	2	1	2	0

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	Robbery	0	0	0	3	0
	Route Crime	0	0	0	0	0
	Sexual	0	0	0	2	1
	Theft of Passenger Property	0	1	1	1	1
	Vehicle Crime	1	12	7	3	7
	Violence	3	1	1	7	2
<b>CRADLEY HEATH Total</b>		<b>12</b>	<b>26</b>	<b>12</b>	<b>24</b>	<b>13</b>
DARTMOUTH STREET TRAM STOP	Criminal Damage	0	0	0	0	1
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	0	0
	Route	0	0	0	0	1
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	1	0
	Violence	0	0	0	1	1
<b>DARTMOUTH STREET TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>
DORRIDGE	Criminal Damage	1	2	3	1	2
	Drugs	0	0	1	0	0
	Other	0	1	0	0	0
	Pedal Cycle Offences	6	2	1	1	3
	Public Order/ASB	2	2	1	0	0
	Route Crime	0	0	0	0	0
	Sexual	2	0	0	0	0
	Theft of Passenger Property	2	0	0	0	2
	Vehicle Crime	2	0	2	0	0
	Violence	0	1	3	0	1
<b>DORRIDGE Total</b>		<b>15</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>8</b>
DUDLEY PORT	Criminal Damage	2	1	0	1	2
	Drugs Offences	0	0	0	1	0
	Other	3	2	1	0	0
	Pedal Cycle Offences	0	0	1	1	1
	Public Order/ASB	1	3	1	0	2
	Robbery	1	1	0	0	0
	Route Crime	0	0	0	0	0
	Sexual	1	0	0	0	0
	Theft of Passenger Property	1	1	1	1	1
	Vehicle Crime	5	5	1	0	3
	Violence	2	1	2	2	0
<b>DUDLEY PORT Total</b>		<b>16</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>9</b>
DUDLEY STREET TRAM STOP	Criminal Damage	0	0	0	2	0
	Other	0	0	0	0	0

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	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	1	0
	Robbery	0	0	0	0	0
	Route	0	0	0	2	0
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0
	Violence	0	0	0	0	0
<b>DUDLEY STREET TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>
FIVE WAYS	Criminal Damage	0	0	1	1	2
	Drugs	0	0	0	0	1
	Other	0	0	1	0	1
	Pedal Cycle offences	0	0	0	0	1
	Public Order/ASB	6	6	4	5	3
	Robbery	1	0	0	0	0
	Route Crime	0	0	0	0	0
	Sexual	0	0	0	0	1
	Theft of Passenger Property	2	0	0	1	0
	Violence	5	0	0	1	1
<b>FIVE WAYS Total</b>		<b>14</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>10</b>
FOUR OAKS	Criminal Damage	1	1	1	1	7
	Drugs	0	0	0	1	1
	Other	3	0	4	1	0
	Pedal Cycle Offences	13	2	0	1	0
	Public Order/ASB	1	1	0	6	2
	Route Crime	0	1	0	0	1
	Sexual	0	0	0	1	0
	Theft of Passenger Property	2	1	0	0	1
	Vehicle Crime	2	7	5	0	6
	Violence	2	3	2	0	6
<b>FOUR OAKS Total</b>		<b>24</b>	<b>16</b>	<b>12</b>	<b>11</b>	<b>24</b>
HALL GREEN	Criminal Damage	3	1	1	1	2
	Drugs	0	0	0	0	1
	Other	3	2	4	2	2
	Pedal Cycle Offences	2	0	0	1	0
	Public Order/ASB	1	3	0	0	1
	Robbery	1	1	0	0	0
	Route Crime	0	1	0	1	0
	Sexual	2	0	0	0	0
	Theft of Passenger Property	0	0	0	0	0
	Vehicle Crime	0	0	2	0	0
	Violence	5	5	0	1	1
<b>HALL GREEN Total</b>		<b>13</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>7</b>

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HAMPTON IN ARDEN	Criminal Damage	5	0	0	1	0
	Drugs	0	0	0	0	0
	Public Order	0	0	0	2	0
	Other	0	0	0	0	0
	Route Crime	0	0	0	0	0
	Theft of passenger property	0	0	0	0	1
	Vehicle Crime	4	0	6	0	4
	Violence	0	0	0	1	4
<b>HAMPTON IN ARDEN Total</b>		<b>9</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>9</b>
HANDSWORTH TRAM STOP	Criminal Damage	0	0	0	0	0
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	0	0
	Route	0	0	0	0	0
	Sexual	0	0	0	0	2
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0
	Violence	0	0	0	0	0
<b>HANDSWORTH TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
JEWELLERY QUARTER MAIN LINE	Criminal Damage	2	3	0	1	0
	Drugs	0	0	0	0	0
	Other	1	0	1	1	0
	Public Order/ASB	4	0	1	2	0
	Route Crime	0	1	0	1	0
	Robbery	0	0	0	0	0
	Sexual	0	0	1	1	1
	Theft of Passenger Property	2	0	1	0	2
	Violence	4	1	1	2	1
<b>JEWELLERY QUARTER MAIN LINE Total</b>		<b>13</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>4</b>
KENRICK PARK TRAM STOP	Criminal Damage	0	0	0	1	0
	Drugs	0	0	0	1	0
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	0	0
	Route	0	0	0	1	2
	Sexual	0	0	0	2	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0
	Violence	0	0	0	1	0
<b>KENRICK PARK TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>
KINGS NORTON	Criminal Damage	13	5	5	9	4

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	Drugs	0	0	0	3	1
	Other	0	3	9	0	0
	Pedal Cycle Offences	2	1	0	0	1
	Possession of weapons	0	0	0	1	5
	Public Order/ASB	4	0	1	3	2
	Robbery	0	4	0	1	2
	Route Crime	0	1	1	0	0
	Sexual	0	0	0	0	1
	Theft of Passenger Property	4	1	1	1	3
	Vehicle Crime	4	5	3	4	8
	Violence	5	3	0	1	3
<b>KINGS NORTON Total</b>		<b>32</b>	<b>23</b>	<b>20</b>	<b>23</b>	<b>30</b>
LANGLEY GREEN	Criminal Damage	0	0	0	1	2
	Drugs	0	0	0	1	0
	Other	0	1	1	0	0
	Pedal Cycle Offences	0	1	1	0	0
	Public Order/ASB	3	0	0	2	0
	Robbery	0	0	0	0	1
	Route Crime	0	0	0	0	0
	Theft of Passenger Property	0	1	0	1	0
	Vehicle Crime	1	3	0	0	1
	Violence	2	0	0	4	1
<b>LANGLEY GREEN Total</b>		<b>6</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>5</b>
LEA HALL	Criminal Damage	4	1	1	0	0
	Drugs	0	0	0	0	0
	Other	2	1	2	0	0
	Pedal Cycle Offences	0	1	1	0	1
	Public Order/ASB	1	0	0	0	1
	Robbery	0	0	0	0	0
	Route Crime	0	1	0	1	1
	Theft of Passenger Property	1	0	0	1	1
	Vehicle Crime	0	2	1	0	0
	Violence	2	1	1	1	1
<b>LEA HALL Total</b>		<b>10</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>5</b>
LODGE ROAD TRAM STOP	Criminal Damage	0	0	0	3	3
	Drugs	0	0	0	1	0
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	1	0
	Robbery	0	0	0	0	0
	Route	0	0	0	0	1
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0

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	Violence	0	0	0	1	0
<b>LODGE ROAD TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>
LONGBRIDGE	Criminal Damage	2	2	8	2	7
	Drugs	0	0	0	3	1
	Other	1	3	5	4	3
	Pedal Cycle offences	0	0	0	1	0
	Public Order/ASB	8	4	2	2	10
	Robbery	0	1	4	1	1
	Route Crime	1	0	0	0	0
	Sexual offences	3	1	0	1	1
	Theft of Passenger Property	1	2	0	2	2
	Vehicle Crime	0	0	0	0	1
	Violence	3	2	0	4	8
<b>LONGBRIDGE Total</b>		<b>19</b>	<b>15</b>	<b>19</b>	<b>20</b>	<b>34</b>
LOXDALE METRO STATION	Criminal Damage	0	0	0	1	1
	Drugs	0	0	0	0	0
	Other	0	0	0	0	0
	Pedal Cycle offences	0	0	0	0	0
	Public Order/ASB	0	0	0	1	0
	Robbery	0	0	0	0	0
	Route Crime	0	0	0	0	0
	Sexual offences	0	0	0	0	0
	Theft of Passenger Property	0	0	0	0	1
	Vehicle Crime	0	0	0	0	0
	Violence	0	0	0	1	2
<b>LOXDALE METRO STATION Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>
LYE	Criminal Damage	0	0	2	2	1
	Drugs	0	0	0	0	0
	Other	0	0	0	0	2
	Possession of weapons	0	0	0	0	2
	Public Order/ASB	0	0	0	0	1
	Robbery	0	0	0	0	2
	Route Crime	0	0	0	0	0
	Sexual	0	0	0	0	2
	Theft of Passenger Property	0	0	0	0	2
	Violence	1	2	0	1	1
<b>LYE Total</b>		<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>13</b>
MARSTON GREEN	Criminal Damage	0	0	0	0	1
	Drugs	0	0	0	0	2
	Other	1	0	0	1	0
	Pedal Cycle Offences	0	1	0	1	2
	Public Order/ASB	1	0	2	5	3
	Sexual	0	0	0	1	0
	Theft of Passenger Property	0	0	0	1	1

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	Vehicle Crime	0	9	0	0	5
	Violence	1	2	0	1	6
<b>MARSTON GREEN Total</b>		<b>3</b>	<b>12</b>	<b>2</b>	<b>10</b>	<b>20</b>
MOOR STREET	Criminal Damage	7	7	4	7	8
	Drugs Offences	0	0	0	3	1
	Other	7	4	5	1	2
	Pedal Cycle Offences	4	0	2	1	1
	Public Order/ASB	21	13	5	10	12
	Robbery	2	2	0	5	2
	Route Crime	2	0	0	0	0
	Sexual	2	1	0	3	2
	Theft Of Passenger Property	12	6	2	6	13
	Vehicle	0	0	0	0	1
	Violence	14	18	4	7	13
<b>MOOR STREET Total</b>		<b>71</b>	<b>51</b>	<b>22</b>	<b>44</b>	<b>55</b>
NORTHFIELD	Criminal Damage	0	1	1	4	0
	Drugs	0	0	0	0	0
	Other	0	1	0	1	1
	Pedal Cycle Offences	2	3	0	1	1
	Public Order/ASB	1	1	0	2	5
	Robbery	0	0	0	1	1
	Route Crime	1	0	0	0	0
	Theft Of Passenger Property	1	0	1	0	0
	Vehicle Crime	8	4	1	0	11
	Violence	2	1	0	1	5
<b>NORTHFIELD Total</b>		<b>15</b>	<b>11</b>	<b>3</b>	<b>10</b>	<b>24</b>
OLD HILL	Criminal Damage	1	0	0	1	1
	Drugs	0	0	0	0	0
	Other	0	0	0	0	0
	Public Order/ASB	0	1	0	2	0
	Route Crime	0	0	0	0	0
	Robbery	0	0	1	0	0
	Theft of Passenger Property	0	0	0	0	1
	Vehicle Crime	0	0	0	0	0
	Violence	0	0	0	0	2
<b>OLD HILL Total</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>
OLTON	Criminal Damage	1	5	8	2	2
	Drugs	0	0	0	4	0
	Other	1	0	1	2	0
	Pedal Cycle Offences	1	0	0	0	0
	Public Order/ASB	1	0	1	1	2
	Robbery	0	0	0	1	0
	Route Crime	1	0	1	0	0



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	Theft Of Passenger Property	3	0	0	0	2
	Vehicle Crime	5	1	3	2	2
	Violence	1	2	0	0	2
<b>OLTON Total</b>		<b>14</b>	<b>8</b>	<b>14</b>	<b>12</b>	<b>10</b>
PERRY BARR	Criminal Damage	0	0	0	0	0
	Drugs	0	0	0	1	1
	Other	2	5	2	0	0
	Public Order/ASB	3	2	2	0	0
	Robbery	0	0	0	0	0
	Route Crime	0	0	0	0	1
	Sexual	0	0	1	0	0
	Theft Of Passenger Property	0	1	0	0	4
	Violence	1	1	0	0	1
<b>PERRY BARR Total</b>		<b>6</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>7</b>
PRIESTFIELD TRAM STOP	Criminal Damage/	0	0	0	5	5
	Drugs	0	0	0	0	0
	Other	2	0	0	0	0
	Pedal Cycle Offences	0	0	1	0	0
	Public Order/ASB	0	0	1	0	1
	Robbery	0	0	0	0	0
	Route Crime	0	0	0	0	1
	Vehicle Crime	1	2	0	0	1
	Violence	1	0	0	0	0
<b>PRIESTFIELD TRAM STOP Total</b>		<b>4</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>8</b>
ROWLEY REGIS	Criminal Damage	0	3	2	3	3
	Drugs	0	0	0	1	0
	Other	0	1	1	0	0
	Pedal Cycle Offences	5	1	6	2	2
	Public Order/ASB	4	3	3	2	1
	Robbery	0	0	0	0	2
	Route Crime	0	0	1	0	0
	Sexual Offences	0	0	0	1	1
	Theft Of Passenger Property	0	1	1	0	0
	Vehicle Crime	0	31	2	0	1
	Violence	4	3	2	5	22
<b>ROWLEY REGIS Total</b>		<b>13</b>	<b>43</b>	<b>18</b>	<b>14</b>	<b>32</b>
SANDWELL	Criminal Damage	2	0	1	2	3
	Other	3	6	1	2	0
	Pedal Cycle Offences	1	0	0	1	0
	Public Order/ASB	4	2	0	6	3
	Robbery	0	0	0	0	1
	Route Crime	1	0	0	0	0
	Sexual Offences	0	0	0	3	2

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	Theft of Passenger Property	2	0	0	2	2
	Vehicle Crime	2	5	0	2	4
	Violence	1	6	7	3	2
<b>SANDWELL Total</b>		<b>16</b>	<b>19</b>	<b>9</b>	<b>21</b>	<b>17</b>
SELLY OAK	Criminal Damage	1	3	3	2	1
	Drugs	0	0	0	1	0
	Other	0	6	2	1	0
	Pedal Cycle Offences	7	7	4	3	5
	Public Order/ASB	4	3	4	5	4
	Robbery	0	1	0	0	1
	Route Crime	0	0	0	1	0
	Sexual	1	0	0	0	1
	Theft Of Passenger Property	4	1	0	0	1
	Vehicle Crime	2	8	5	3	1
	Violence	0	3	0	0	4
<b>SELLY OAK Total</b>		<b>19</b>	<b>32</b>	<b>18</b>	<b>16</b>	<b>18</b>
SHIRLEY	Criminal Damage	3	1	5	7	2
	Drugs	0	0	0	0	1
	Other	0	0	2	0	0
	Pedal Cycle Offences	1	2	3	1	1
	Public Order/ASB	0	1	0	0	0
	Robbery	0	0	0	0	0
	Route Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0
	Vehicle Crime	1	2	1	0	1
	Violence	1	1	1	3	6
<b>SHIRLEY Total</b>		<b>6</b>	<b>7</b>	<b>12</b>	<b>11</b>	<b>4</b>
SMETHWICK GALTON BRIDGE	Criminal Damage	1	1	3	0	1
	Drugs	0	0	0	0	1
	Other	3	1	2	2	3
	Pedal Cycle Offences	0	1	1	1	1
	Public Order/ASB	4	6	2	3	4
	Robbery	0	0	1	2	2
	Route Crime	1	1	1	1	0
	Sexual	4	1	0	4	1
	Theft Of Passenger Property	2	1	0	1	5
	Vehicle Crime	2	2	0	0	1
	Violence	3	2	2	6	5
<b>SMETHWICK GALTON BRIDGE Total</b>		<b>20</b>	<b>16</b>	<b>12</b>	<b>20</b>	<b>24</b>
SNOW HILL MAIN LINE	Criminal Damage	3	3	5	6	8
	Drugs	0	0	0	3	0
	Other	1	0	1	0	1

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	Pedal Cycle Offences	1	0	0	0	1
	Possession of weapons	0	0	0	1	1
	Public Order/ASB	17	9	5	5	12
	Robbery	0	1	1	3	0
	Route Crime	1	0	0	1	0
	Sexual	3	1	1	0	1
	Theft Of Passenger Property	6	3	2	1	4
	Vehicle Crime	0	0	0	4	8
	Violence	8	4	4	12	13
<b>SNOW HILL MAIN LINE Total</b>		<b>40</b>	<b>21</b>	<b>19</b>	<b>36</b>	<b>49</b>
SOHO BENSON ROAD TRAM STOP	Criminal Damage	0	0	0	0	0
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	0	0
	Route	0	0	0	0	1
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0
	Violence	0	0	0	0	0
<b>SOHO BENSON ROAD TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
SOLIHULL	Criminal Damage	1	1	1	2	2
	Drugs	0	0	0	0	1
	Other	2	0	2	1	1
	Pedal Cycle Offences	19	13	4	10	5
	Public Order/ASB	2	3	0	0	3
	Robbery	0	0	0	1	1
	Route Crime	0	1	0	0	1
	Sexual	2	0	0	2	0
	Theft Of Passenger Property	4	2	0	2	3
	Vehicle Crime	1	8	5	1	4
	Violence	3	2	2	2	5
<b>SOLIHULL Total</b>		<b>34</b>	<b>30</b>	<b>14</b>	<b>21</b>	<b>26</b>
ST PAULS TRAM STOP	Criminal Damage	0	0	0	0	0
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	0	0
	Route	0	0	0	0	0
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0
	Violence	0	0	0	1	1
<b>ST PAULS TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

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STECHFORD	Criminal Damage	6	2	6	6	3
	Drugs	0	0	0	0	0
	Other	0	1	0	0	0
	Pedal Cycle Offences	2	0	0	0	0
	Public Order/ASB	2	2	0	2	1
	Robbery	0	1	0	0	0
	Route Crime	3	1	0	0	1
	Sexual Offences	0	0	0	2	1
	Theft of Passenger Property	1	0	0	0	1
	Vehicle crime	0	0	1	0	2
	Violence	1	1	0	0	0
<b>STECHFORD Total</b>		<b>15</b>	<b>8</b>	<b>7</b>	<b>10</b>	<b>9</b>
STOURBRIDGE JUNCTION & TOWN	Criminal Damage	1	1	0	3	3
	Drugs	0	0	0	0	1
	Other	1	0	0	2	1
	Pedal Cycle Offences	4	1	1	1	3
	Public Order/ASB	5	3	1	3	2
	Robbery	0	2	1	0	0
	Route Crime	1	0	1	0	0
	Sexual	1	0	0	0	0
	Theft Of Passenger Property	1	0	0	6	1
	Vehicle Crime	13	15	8	2	5
	Violence	4	3	2	9	7
<b>STOURBRIDGE JUNCTION &amp; TOWN Total</b>		<b>31</b>	<b>25</b>	<b>14</b>	<b>26</b>	<b>23</b>
SUTTON COLDFIELD	Criminal Damage	8	2	9	3	3
	Drugs	0	0	0	2	2
	Other	4	2	4	0	1
	Pedal Cycle Offences	6	2	1	1	0
	Public Order/ASB	5	2	1	3	7
	Robbery	1	2	4	0	4
	Route Crime	0	1	0	0	0
	Sexual Offences	0	0	0	1	0
	Theft Of Passenger Property	3	2	0	0	3
	Vehicle Crime	4	2	2	0	7
	Violence	3	1	1	3	6
<b>SUTTON COLDFIELD Total</b>		<b>34</b>	<b>16</b>	<b>22</b>	<b>13</b>	<b>33</b>
TAME BRIDGE	Criminal Damage	0	7	0	4	0
	Drugs	0	0	2	1	0
	Other	0	2	1	2	0
	Pedal Cycle Offences	2	0	0	0	1
	Public Order/ASB	1	0	0	2	3
	Robbery	0	1	0	1	1
	Route Crime	0	0	0	0	1

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	Sexual	0	0	0	0	1
	Theft Of Passenger Property	1	0	0	0	0
	Vehicle Crime	0	13	3	2	3
	Violence	3	1	4	1	2
<b>TAME BRIDGE Total</b>		<b>7</b>	<b>24</b>	<b>10</b>	<b>13</b>	<b>12</b>
THE CRESCENT TRAM STOP	Criminal Damage	0	0	0	2	0
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	1
	Public Order/ASB	0	0	0	0	0
	Robbery	0	0	0	0	0
	Route	0	0	0	1	0
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0
	Violence	0	0	0	2	0
<b>THE CRESCENT TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>
THE HAWTHORNS MAIN LINE & METRO	Criminal Damage	0	1	1	2	2
	Drugs	0	0	0	0	2
	Other	2	5	4	1	0
	Pedal Cycle Offences	1	0	0	0	0
	Public Order/ASB	8	2	0	3	4
	Robbery	0	0	0	3	0
	Route Crime	0	0	1	1	2
	Sexual	0	0	0	1	0
	Theft of Passenger Property	2	1	0	0	2
	Vehicle crime	0	1	0	0	0
	Violence	11	4	3	6	4
<b>THE HAWTHORNS MAIN LINE &amp; METRO Total</b>		<b>24</b>	<b>14</b>	<b>9</b>	<b>17</b>	<b>16</b>
TILE HILL	Criminal Damage	0	0	0	1	1
	Drugs	0	0	0	2	1
	Other	0	0	1	1	0
	Pedal Cycle Offences	4	2	2	0	1
	Public Order / ASB	1	1	0	2	1
	Route Crime	0	0	0	1	0
	Sexual offences	1	0	0	0	1
	Theft of Passenger Property	3	0	0	0	1
	Vehicle crime	0	8	6	1	7
	Violence	2	1	0	1	1
<b>TILE HILL Total</b>		<b>11</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>14</b>
TIPTON	Criminal Damage/Graffiti	1	2	0	1	0
	Drugs	0	0	0	0	0
	Other	2	3	0	0	0
	Pedal Cycle Offences	0	0	0	0	0

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	Public Order/ASB	1	0	0	0	1
	Robbery	0	0	0	0	0
	Route Crime	1	0	3	0	0
	Theft of Passenger Property	1	1	2	0	1
	Vehicle Crime	0	1	4	1	2
	Violence	1	0	3	1	1
<b>TIPTON Total</b>		<b>7</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>5</b>
TRINITY WAY TRAM STOP	Criminal Damage	0	0	0	2	0
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	1	0
	Robbery	0	0	0	0	0
	Route	0	0	0	3	0
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	0
	Violence	0	0	0	0	0
<b>TRINITY WAY TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>
WALSALL	Criminal Damage	4	7	1	8	6
	Drugs	0	0	0	6	8
	Other	3	3	6	2	10
	Pedal Cycle Offences	8	3	0	4	1
	Possession of weapons	0	0	0	0	1
	Public Order/ASB	2	2	0	6	10
	Robbery	1	0	1	2	2
	Route Crime	1	1	1	0	0
	Sexual offences	1	0	0	4	1
	Theft of Passenger Property	6	1	0	3	5
	Vehicle	2	3	2	1	2
	Violence	6	5	3	19	11
<b>WALSALL Total</b>		<b>35</b>	<b>25</b>	<b>14</b>	<b>55</b>	<b>57</b>
WEDNESBURY PARKWAY	Criminal Damage	1	0	2	2	3
	Drugs	0	0	0	0	0
	Other	5	1	1	1	0
	Pedal Cycle Offences	0	0	0	1	0
	Public Order	0	0	0	0	1
	Route Crime	4	0	0	0	1
	Sexual offences	1	0	1	0	0
	Vehicle Crime	1	1	0	1	1
	Violence	2	0	0	0	0
<b>WEDNESBURY PARKWAY Total</b>		<b>14</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>6</b>
WEST BROMWICH CENTRAL TRAM STOP	Criminal Damage	0	0	0	1	3
	Other	0	0	0	0	1

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	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	2
	Robbery	0	0	0	1	0
	Route	0	0	0	0	0
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	0	1
	Violence	0	0	0	1	4
<b>WEST BROMWICH CENTRAL TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>11</b>
WHITLOCKS END	Criminal Damage	4	2	2	2	1
	Drugs	0	0	3	0	0
	Pedal Cycle Offences	0	0	5	0	0
	Public Order	0	0	0	1	0
	Robbery	0	0	0	0	2
	Route Crime	1	1	0	1	0
	Sexual offences	1	0	1	0	0
	Theft of Passenger Property	0	0	1	0	0
	Vehicle Crime	0	3	6	0	0
<b>WHITLOCKS END Total</b>		<b>6</b>	<b>6</b>	<b>18</b>	<b>4</b>	<b>3</b>
WIDNEY MANOR	Criminal Damage	1	0	0	0	0
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	1	1	1	0
	Public Order / ASB	1	0	0	0	0
	Route Crime	0	0	0	0	0
	Theft of Passenger Property	0	0	0	0	0
	Vehicle Crime	6	4	4	0	1
<b>WIDNEY MANOR Total</b>		<b>8</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>
WINSON GREEN TRAM STOP	Criminal Damage	0	0	0	0	1
	Other	0	0	0	0	0
	Pedal Cycle Offences	0	0	0	0	0
	Public Order/ASB	0	0	0	0	1
	Robbery	0	0	0	0	0
	Route	0	0	0	0	0
	Sexual	0	0	0	0	0
	Vehicle Crime	0	0	0	0	0
	Theft Of Passenger Property	0	0	0	1	0
	Violence	0	0	0	0	0
<b>WINSON GREEN TRAM STOP Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
WYLDE GREEN	Criminal Damage/Graffiti	0	8	2	0	6
	Drugs	0	0	0	0	0
	Other	0	1	1	1	0
	Pedal Cycle Offences	0	0	1	0	0
	Public Order/ASB	1	0	0	0	0

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	Robbery	2	0	0	0	0
	Route Crime	0	0	0	1	0
	Theft of Passenger Property	1	0	0	0	0
	Vehicle Related	1	0	2	0	0
	Violence	0	0	1	1	0
<b>WYLDE GREEN Total</b>		<b>5</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>6</b>
YARDLEY WOOD	Criminal Damage	2	4	6	11	7
	Drugs	0	0	0	1	0
	Other	0	0	6	0	0
	Pedal Cycle Offences	0	4	1	0	1
	Public Order / ASB	0	2	0	0	0
	Route Crime	0	0	0	0	0
	Sexual	0	0	0	0	0
	Theft of Passenger Property	0	0	1	0	1
	Vehicle Crime	9	4	3	0	7
	Violence	0	0	3	0	0
<b>YARDLEY WOOD Total</b>		<b>11</b>	<b>14</b>	<b>20</b>	<b>12</b>	<b>16</b>
<b>Grand Total</b>		<b>788</b>	<b>662</b>	<b>515</b>	<b>652</b>	<b>841</b>



## **APPENDIX 'B'**

**2022**

**INCIDENTS**

**West Midlands Combined Authority CCTV Evaluation - Rail Stations and Car Parks**  
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**Incidents – 2019, 2020, 2021 & 2022**

<b>INCIDENT</b>	<b>NUMBER RECORDED 2019</b>	<b>NUMBER RECORDED 2020</b>	<b>NUMBER RECORDED 2021</b>	<b>NUMBER RECORDED 2022</b>
Alcohol related	0	0	0	6
Attempted robbery	0	0	0	1
Attempted theft	0	0	0	7
Begging	0	0	0	1
Burglary	0	0	0	3
Criminal Damage	25	44	40	43
Domestic	0	0	0	9
Drugs	0	0	0	27
Fare Evasion	0	0	0	3
Fatality	0	0	0	8
Firearms	0	0	0	2
Indecent exposure	0	0	0	4
Medical	0	0	0	25
Missing person	0	0	0	3
Offensive weapon	0	0	0	10
Other	380	382	286	68
Pedal Cycle theft	16	26	22	24
Police requests	0	0	0	96
Public Order / ASB	129	112	45	104
Road traffic accident/collision	0	0	0	21
Robbery	23	15	13	12
Rough sleeper	0	0	0	6
Serious incident	0	0	0	5
Sexual	10	18	7	13
Suspicious activity	0	0	0	12
Theft	62	52	20	12
Trespass	0	0	0	13
Vehicle	10	30	22	11
Verbal assault	0	0	0	12
Violence	80	81	27	25
<b>Total</b>	<b>735</b>	<b>760</b>	<b>482</b>	<b>586</b>

## **APPENDIX 'C'**

### **CAMERA USAGE 2022**

**West Midlands Combined Authority CCTV Evaluation - Rail Stations and Car Parks**  
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**APPENDIX C**

**Number of occasions cameras used in Incidents**

<b>Camera</b>	<b>2022</b>	<b>Camera</b>	<b>2022</b>
1 - Moor Street	8	2053 – Solihull	0
2 - Moor Street	3	2054 – Solihull	0
3 - Moor Street	3	2055 – Solihull	0
4 - Moor Street	1	2056 – Solihull	0
5 - Moor Street	2	2057 – Solihull	0
6 - Moor Street	0	2061 – Dorridge	0
8 - Dorridge	6	2062 – Dorridge	0
9 - Dorridge	0	2063 – Dorridge	0
10 - Snow Hill	3	2064 – Dorridge	0
11 - Snow Hill	3	2065 – Dorridge	0
12 - Snow Hill	4	2066 – Dorridge	0
13 - Snow Hill	5	2067 – Dorridge	0
14 - Snow Hill	8	2501 Alvechurch	0
15 - Snow Hill	5	2502 Alvechurch	0
16 - Hall Green	3	2503 Alvechurch	0
17 - Hall Green	3	2504 Alvechurch	0
18 - Jewellery Quarter	7	2506 Alvechurch	0
19 - Jewellery Quarter	9	2507 Alvechurch	0
20 - Jewellery Quarter	1	2508 Alvechurch	0
21 - Jewellery Quarter	3	2509 Alvechurch	0
22 - Jewellery Quarter	2	2510 Alvechurch	0
23 - Jewellery Quarter	3	2511 Alvechurch	0
24 - Jewellery Quarter	2	2512 Alvechurch	0
25 - Jewellery Quarter	2	2513 Alvechurch	0
26 - Jewellery Quarter	1	2514 Alvechurch	0
27 - Jewellery Quarter	1	2515 Alvechurch	0

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28 - Jewellery Quarter	2	2516 Alvechurch	0
29 - Yardley Wood	3	2517 Alvechurch	0
30 - Yardley Wood	5	2518 Alvechurch	0
31 - Hawthorns	4	2519 Alvechurch	0
32 - Hawthorns	7	2520 Alvechurch	0
33 - Hawthorns	3	2521 Alvechurch	0
34 - Hawthorns	3	2522 Alvechurch	0
35 - Hawthorns	1	2523 Alvechurch	0
36 - Hawthorns	4	2524 Alvechurch	0
37 - Hawthorns	6	2525 Alvechurch	0
38 - Hawthorns	5	2526 Alvechurch	0
39 - Hawthorns	12	2527 Alvechurch	0
40 – Hawthorns	6	3001 - Selly Oak	4
41 - Hawthorns	5	3002 - Selly Oak	1
42 - Hawthorns	5	3003 - Selly Oak	2
43 - Hawthorns	2	3004 - Selly Oak	5
44 - Hawthorns	4	3005 - Selly Oak	8
45 - Hawthorns	3	3006 - Selly Oak	8
46 - Hawthorns	1	3017 - Sandwell & Dudley	0
47 - Yardley Wood	3	3018 - Sandwell & Dudley	4
48 – Yardley Wood	0	3019 - Sandwell & Dudley	1
49 - Galton Bridge	8	3020 - Sandwell & Dudley	3
50 - Galton Bridge	7	3021 - Sandwell & Dudley	0
51 - Galton Bridge	4	3022 - Sandwell & Dudley	2
52 - Galton Bridge	3	3023 - Sandwell & Dudley	3
53 - Galton Bridge	8	3024 - Sandwell & Dudley	2
54 - Galton Bridge	3	3025 – Sandwell & Dudley	1
55 - Galton Bridge	1	3033 - Cradley Heath	0
56 - Galton Bridge	4	3034 - Cradley Heath	1

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57 - Galton Bridge	3	3035 - Cradley Heath	3
58 - Galton Bridge	5	3036 - Cradley Heath	4
59 - Galton Bridge	2	3037 - Cradley Heath	5
60 - Galton Bridge	7	3038 - Cradley Heath	0
61 - Galton Bridge	4	3039 - Cradley Heath	2
75 – Stourbridge	4	3040 - Cradley Heath	0
76 – Stourbridge	3	3065 - Kings Norton	1
77 - Stourbridge	2	3066 - Kings Norton	0
78 - Stourbridge	3	3067 - Kings Norton	1
79 - Stourbridge	4	3068 - Kings Norton	1
80 - Stourbridge	4	3069 - Kings Norton	1
81 - Stourbridge	5	3070 - Kings Norton	2
82 - Stourbridge	8	3071 - Kings Norton	3
83 - Stourbridge	12	3072 - Kings Norton -	6
84 - Stourbridge	7	3073 - Kings Norton	6
85 - Stourbridge	7	3076 – Perry Barr	0
86 - Stourbridge	2	3077 – Perry Barr	0
87 - Stourbridge	0	3078 – Perry Barr	0
88 - Stourbridge	2	3079 – Perry Barr	0
89 - Stourbridge Town	1	3080 – Perry Barr	0
90 - Stourbridge Town	2	3081 – Perry Barr	0
91 - Widney Manor	0	3082 - Northfield	3
92 - Widney Manor	0	3083 - Northfield	3
93 - Widney Manor	1	3084 - Northfield	5
94 - Widney Manor	0	3085 - Northfield	0
95 – Aston	4	3086 - Northfield	3
96 - Aston	2	3087 - Northfield	4
97 - Aston	1	3088 - Northfield	4
98 - Aston	8	3097 - Sutton Coldfield	0

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99 - Aston	3	3098 - Sutton Coldfield	0
100 - Aston	2	3099 - Sutton Coldfield	0
101 - Aston	4	3100 - Sutton Coldfield	0
102 – Aston	4	3101 - Sutton Coldfield	0
103 - Aston	9	3102 - Sutton Coldfield	0
104 - Aston	8	3103 - Sutton Coldfield	0
105 - Aston	6	3104 - Sutton Coldfield	0
106 - Aston	3	3113 - Four Oaks	1
107 - Aston	1	3114 - Four Oaks	1
108 - Wylde Green	1	3129 - Rowley Regis	0
109 - Wylde Green	0	3130 - Rowley Regis	0
110 - Priestfield	1	3131 - Rowley Regis	0
111 - Priestfield	0	3132 - Rowley Regis	0
112 - Priestfield	0	3133 - Rowley Regis	1
113 - Priestfield	1	3134 - Rowley Regis	0
114 - Black Lake	4	3135 - Rowley Regis	0
115 - Black Lake	1	3136 - Rowley Regis	0
116 - Black Lake	3	3145 - Blake Street	0
117 - Black Lake	4	3146 - Blake Street	0
118 - Black Lake	5	3147 - Blake Street	0
119 - Black Lake	3	3148 - Blake Street	0
120 - Wednesbury Parkway	0	3149 - Blake Street	0
121 - Wednesbury Parkway	1	3150 - Blake Street	0
122 - Wednesbury Parkway	2	3151 - Blake Street	1
123 - Wednesbury Parkway	2	3152 - Blake Street	0
124 - Wednesbury Parkway	2	3153 - Blake Street	0
125 - Wednesbury Parkway	1	3161 – Coseley	0
126 - Shirley	5	3162 – Coseley	3
127 - Shirley	3	3163 – Coseley	2

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128 - Shirley	0	3164 – Coseley	2
129 - Stechford	3	3165 – Coseley	0
130 – Old Hill	5	3166 – Coseley	2
131 - Old Hill	4	3167 – Coseley	0
132 - Old Hill	4	3168 – Coseley	0
133 - Langley Green	2	3169 – Coseley	0
134 - Langley Green	0	3170 – Coseley	3
135 - Langley Green	0	3177 – Tamebridge	1
136 - Berkswell	3	3178 – Tamebridge	0
137 - Berkswell	3	3179 – Tamebridge	1
138 - Berkswell	2	3180 - Tamebridge	2
139 - Whitlocks End	2	3181 - Tamebridge	1
140 - Whitlocks End	2	3182 - Tamebridge	4
141 - Whitlocks End	0	3183 - Tamebridge	4
142 - Dudley Port	8	3184 – Tamebridge	1
143 - Dudley Port	3	3185 - Tamebridge	4
144 - Dudley Port	4	3186 - Tamebridge	3
145 - Dudley Port	1	3225 - Snow Hill	4
146 - Dudley Port	1	3226 - Snow Hill	3
147 - Widney Manor	0	3227 – Snow Hill	2
148 - Widney Manor	0	3228 - Snow Hill	5
149 - Widney Manor	1	3229 - Snow Hill	3
150 - Widney Manor	1	3230 - Snow Hill	2
151 - Five Ways	5	3231 – Snow Hill	2
152 - Selly Oak	3	3232 - Snow Hill	2
153 - Selly Oak	3	3233 - Snow Hill	1
154 – Widney Manor	1	3234 – Snow Hill	1
155 - Selly Oak	3	3235 - Snow Hill	2
156 - Selly Oak	1	3236 – Snow Hill	1



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157 - Selly Oak	2	3237 - Snow Hill	1
158 - Selly Oak	1	3238 - Snow Hill	0
159 - Selly Oak	1	3239 - Snow Hill	1
160 - Sandwell & Dudley	5	3241 – Chester Road	0
161 - Sandwell & Dudley	4	3242 - Chester Road	0
162 - Sandwell & Dudley	1	3243 - Chester Road	0
163 - Sandwell & Dudley	2	3244 - Chester Road	0
164 - Sandwell & Dudley	8	3245 - Chester Road	0
165 - Sandwell & Dudley	2	3257 - Marston Green	0
166 - Sandwell & Dudley	2	3258 – Marston Green	2
167 - Sandwell & Dudley	2	3259 – Marston Green	1
168 - Sandwell & Dudley	2	3260 – Marston Green	1
169 - Sandwell & Dudley	3	3261 - Marston Green	1
170 - Sandwell & Dudley	3	3262 – Marston Green	1
171 - Sandwell & Dudley	1	3263 - Marston Green	1
172 - Sandwell & Dudley	3	3264 - Marston Green	0
173 - Sandwell & Dudley	0	3281 - Dudley Port	5
174 - Sandwell & Dudley	1	3282 - Dudley Port	8
175 - Sandwell & Dudley	5	3283 - Dudley Port	4
176 - Sandwell & Dudley	1	3284 - Dudley Port	3
177 - Sandwell & Dudley	0	3285 - Dudley Port	4
178 - Sandwell & Dudley	1	3286 - Dudley Port	0
179 - Sandwell & Dudley	0	3287 - Dudley Port	5
180 - Acocks Green	2	3289 – Langley Green	0
181 - Acocks Green	3	3290 - Langley Green	1
182 - Acocks Green	2	3291 - Langley Green	0
183 - Olton	1	3292 - Langley Green	1
184 - Olton	4	3293 - Langley Green	0
185 - Olton	2	3294 - Langley Green	1

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186 - Olton	4	3295 - Langley Green	0
187 - Olton	2	3296 – Dudley Port	0
188 - Solihull	3	3297 – Dudley Port	2
189 - Solihull	4	3298 – Dudley Port	0
190 - Solihull	4	3299 – Dudley Port	0
191 - Solihull	3	3300 – Dudley Port	0
192 – Solihull	1	3301 – Dudley Port	0
198 - Priestfield	1	3305 - Tipton	0
199 - Priestfield	1	3306 - Tipton	5
200 - Priestfield	1	3307 - Tipton	1
201 - Priestfield	1	3308 - Tipton	1
202 - Kings Norton	1	3309 – Tipton	1
203 - Kings Norton	1	3310 - Tipton	4
204 - Kings Norton	3	3311 - Tipton	3
205 - Kings Norton	5	3321 - Walsall	0
206 - Kings Norton	2	3322 – Walsall	0
207 - Kings Norton	1	3323 - Walsall	0
208 - Kings Norton	4	3324 - Walsall	0
209 - Kings Norton	5	3325 - Walsall	1
210 - Kings Norton	1	3326 - Walsall	1
211 - Kings Norton	0	3337 - Five Ways	2
212 - Kings Norton	1	3338 - Five Ways	1
213 - Kings Norton	2	3339 - Five Ways	1
215 - Northfield	8	3440 – Five Ways	1
216 - Northfield	4	3341 - Five Ways	1
217 - Northfield	3	3342 - Five Ways	2
218 - Northfield	7	3343 – Five Ways	1
219 - Northfield	4	3344 - Five Ways	2
220 - Northfield	5	3345 - Five Ways	1

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221 - Northfield	2	3346 - Five Ways	0
222 - Northfield	0	3347 - Five Ways	1
223 - Northfield	6	3353 - Stechford	0
224 - Northfield	1	3354 - Stechford	0
225 - Chester Road	0	3355 - Stechford	0
226 - Chester Road	1	3356 - Stechford	0
227 - Chester Road	3	3357 - Stechford	0
228 - Chester Road	0	3401 – Berkswell	0
229 - Chester Road	1	3402 – Berkswell	0
230 – Sutton Coldfield	6	3417 - Galton Bridge	0
231 – Sutton Coldfield	4	3418 – Galton Bridge	0
232 – Sutton Coldfield	0	3419 – Galton Bridge	0
233 – Sutton Coldfield	6	3420 – Galton Bridge	2
234 - Four Oakes	3	3433 - Widney Mano	0
235 - Four Oakes	3	3434 – Widney Manor	0
236 - Four Oakes	3	3449 – Yardley Wood	0
237 - Four Oakes	2	3450 – Yardley Wood	0
238 - Four Oakes	2	3451 – Yardley Wood	0
239 - Four Oakes	2	3452 - Yardley Wood	0
240 - Four Oakes	1	3453 - Yardley Wood	0
241 - Four Oakes	0	3454 - Yardley Wood	0
242 - Four Oaks	0	3455 - Yardley Wood	1
243 - Blake Street	0	3456 - Yardley Wood	0
244 – Blake Street	0	3457 - Yardley Wood	2
245 – Blake Street	0	3458 - Yardley Wood	1
246 - Blake Street	0	3501 – Acocks Green	3
247 - Blake Street	0	3502 - Acocks Green	3
248 – Blake Street	0	3503 - Acocks Green	3
249 - Tame Bridge	7	3504 - Acocks Green	1

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250 - Tame Bridge	2	3505 - Acocks Green	0
251 - Tame Bridge	1	3506 - Acocks Green	0
252 - Tame Bridge	4	3507 – Acocks Green	0
253 - Tame Bridge	6	3508 - Acocks Green	0
254 - Tame Bridge	5	3509 - Acocks Green	0
255 – Bescot	3	3510 - Acocks Green	1
256 – Bescot	5	3511 – Acocks Green	0
257 - Bescot	3	3512 - Acocks Green	0
258 - Bescot	1	3513 – Acocks Green	1
259 – Bescot	5	3514 - Acocks Green	0
260 - Bescot	2	3515 - Acocks Green	3
262 – Coseley	9	3516 - Acocks Green	1
263 – Coseley	11	3517 - Acocks Green	1
264 – Coseley	0	3913 – Bescot	0
265 - Coseley	0	3914 – Bescot	0
266 – Coseley	8	3915 – Bescot	0
267 – Coseley	5	3916 – Bescot	0
268 – Coseley	8	3917 - Bescot	0
269 - Coseley	8	3918 - Bescot	0
270 – Coseley	3	3919 – Bescot	0
271 - Moor Street	0	6130 – Metro Birmingham	0
272 - Moor Street	0	6131 – Metro Wolverhampton	0
273 - Hampton In Arden	2	6133 – Metro Priestfield	1
274 – Hampton in Arden	0	6134 – Metro Priestfield	1
275 - Hampton In Arden	2	6135 - Metro Priestfield	1
276 - Hampton In Arden	0	6136 – Metro Wednesbury	0
277 - Hampton In Arden	2	6137 – Metro Wednesbury	0
278 - Hampton In Arden	1	6138 – Metro Wednesbury	0
279 - Hampton In Arden	0	6139 – Metro Wednesbury Park	0

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280 - Stourbridge	7	6140 – Metro Wednesbury Park	0
281 - Acocks Green	3	6141 – Metro Wednesbury Park	0
282 - Acocks Green	1	6142 – Metro Dartmouth Street	0
283 - Whitlocks End	1	6143 – Metro Dartmouth Street	0
284 - Whitlocks End	1	6144 – Metro Dartmouth Street	0
285 - Chester Road	2	6145 – Metro Lodge Road	0
286 - Chester Road	2	6146 – Metro Lodge Road	0
287 - Chester Road	1	6147 – Metro Lodge Road	0
289 - Black Lake	2	6148 – Metro Kenrick Park	0
290 - Priestfield	0	6149 – Metro Kenrick Park	0
291 - Wednesbury Parkway	1	6150 – Metro Kenrick Park	0
292 - Langley Green	0	6151 – Metro Trinity Way	0
293 - Old Hill	2	6152 – Metro Trinity Way	0
294 - Old Hill	4	6153 – Metro Trinity Way	0
297 - Wylde Green	0	6154 – Metro West Bromwich	0
298 - Wylde Green	0	6155 – Metro West Bromwich	0
299 - Wylde Green	0	6156 - Metro West Bromwich	0
300 - Wylde Green	0	6157 – Metro Dudley Street	0
301 - Wylde Green	1	6158 – Metro Dudley Street	0
302 - Wylde Green	1	6159 – Metro Dudley Street	0
303 - Bournville	4	6160 – Metro St Paul's	0
304 - Bournville	5	6161 – Metro St Paul's	0
305 - Bournville	4	6162 - Metro St Paul's	0
306 - Bournville	6	6163 – Metro Jewellery Quarter	0
307 - Bournville	2	6164 – Metro Jewellery Quarter	0
308 - Bournville	2	6165 – Metro Soho	0
309 - Marston Green	3	6166 – Metro Soho	0
310 - Marston Green	6	6167 – Metro Soho	0
311 - Marston Green	5	6168 – Metro Winson Green	0

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312 - Marston Green	1	6169 – Metro Winson Green	0
313 - Marston Green	1	6170 – Metro Winson Green	0
314 - Marston Green	1	6171 – Metro Handsworth	0
315 - Marston Green	2	6172 – Metro Handsworth	0
316 - Marston Green	0	6173 – Metro Handsworth	0
317 - Marston Green	2	6174 – Metro Loxdale	0
318 - Marston Green	4	6175 – Metro Loxdale	0
321 - Lea Hall	4	6176 – Metro Loxdale	0
322 - Lea Hall	2	6177 – Metro The Crescent	0
323 - Lea Hall	2	6178 – Metro The Crescent	0
324 - Lea Hall	1	6179 – Metro The Crescent	0
325 - Lea Hall	0	6180 – Metro Wolverhampton	0
326 - Lea Hall	0	6181 – Metro Wolverhampton	0
327 – Lea Hall	0	6182 – Metro The Hawthorns	0
328 - Lea Hall	2	6183 – Metro The Hawthorns	0
329 - Lea Hall	1	6184 - Metro The Hawthorns	0
330 - Lea Hall	4	6185 - Metro The Hawthorns	0
331 - Lea Hall	3	6186 - Metro The Hawthorns	0
332 - Lea Hall	1	6187 – Metro The Hawthorns	0
333 – Lea Hall	1	6188 – Metro The Hawthorns	0
334 – Lea Hall	0	6189 – Metro Black Lake	0
335 – Lea Hall	0	6190 – Metro Black Lake	0
336 – Hampton In Arden	0	6191 – Metro Black Lake	0
337 – Lea Hall	1	6192 – Metro Bradley Lane	0
339 – Canley	3	6193 – Metro Bradley Lane	0

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340 – Canley	1	6194 – Metro Bradley Lane	0
341 – Canley	4	6195 – Metro Bilston	0
342 - Canley	2	6196 – Metro Bilston	0
343 - Canley	1	6197 – Metro Bilston	0
344 - Canley	1	6198 – Metro Bilston	0
345 - Canley	3	6199 – Metro Bilston	0
346 - Canley	2	6203 – Metro Wednesbury Sub	0
347 - Canley	2	6203 – Metro Wednesbury Sub	0
348 - Tile Hill	2	6204 – Metro Wednesbury Sub	0
349 - Tile Hill	3	6205 – Metro Wednesbury Sub	0
350 - Tile Hill	3	6206 – Metro Wednesbury Sub	0
351 - Tile Hill	5	6207 – Metro Wednesbury Sub	0
352 - Tile Hill	3	6208 – Metro Wednesbury Sub	0
353 - Tile Hill	0	6209 – Metro Wednesbury Sub	0
354 - Tile Hill	3	6210 – Metro Wednesbury Sub	0
355 - Tipton	2	6211 – Metro Wednesbury Sub	0
356 - Tipton	1	6212 – Metro Wednesbury Sub	0
357 - Tipton	6	6213 – Metro Wednesbury Sub	0
358 - Tipton	7	6214 – Metro Wednesbury Sub	0
359 - Walsall	29	6215 – Metro Wednesbury Sub	0
360 - Walsall	17	6216 – Metro Wednesbury Sub	0
361 - Walsall	27	6217 – Metro Wednesbury Sub	0

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362 – Walsall	21	6218 – Metro Wednesbury Sub	0
363 - Walsall	12	6219 – Metro Wednesbury Sub	0
364 - Walsall	8	6220 – Metro Wednesbury Sub	0
365 - Walsall	7	6221 – Metro Wednesbury Sub	0
366 - Walsall	19	6222 – Metro Wednesbury Sub	0
367 - Walsall	4	6223 – Metro Wednesbury Sub	0
368 - Walsall	5	6224 – Metro Wednesbury Sub	0
369 – Tile Hill	2	6225 – Metro Wednesbury Sub	0
374 – Galton Bridge	2	6226 – Metro Wednesbury Sub	0
375 - Galton Bridge	3	6227 – Metro Wednesbury Sub	0
376 - Galton Bridge	5	6228 – Metro Wednesbury Sub	0
377 - Galton Bridge	7	6229 – Metro Wednesbury Sub	0
378 – Galton Bridge	4	6230 – Metro Wednesbury Sub	0
379 - Stourbridge	0	6234 – Metro St Chads	0
380 – Stourbridge	0	6235 – Metro St Chads	0
381 – Stourbridge	1	6237 – Metro Snow Hill	0
382 – Stourbridge	1	6238 – Metro St Chads	0
383 – Stourbridge	0	6239 – Metro St Chads	0
384 – Stourbridge	0	6241 – Metro St Chads	0
385 – Stourbridge	2	6242 – Metro Bull Street	0
386 – Stourbridge	1	6243 – Metro Bull Street	0
387 - Stourbridge	1	6244 – Metro Bull Street	0
388 – Stourbridge	1	6246 – Metro Corporation Street	0
389 – Stourbridge	0	6247 – Metro Corporation Street	0
390 – Stourbridge	1	6248 – Metro Corporation Street	0



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391 – Stourbridge	0	6249 – Metro Corporation Street	0
392 – Tame Bridge	1	6250 – Metro Grand Central	0
393 – Tame Bridge	1	6251 – Metro Grand Central	0
394 – Tame Bridge	1	6252 – Metro Grand Central	0
395 - Tame Bridge	3	6253 – Metro Grand Central	0
396 - Tame Bridge	3	6254 – Metro Snow Hill	0
397 - Tame Bridge	7	6255 – Metro Snow Hill	0
398 - Tame Bridge	0	6256 – Metro Snow Hill	0
399 - Dorridge	4	6258 – Metro Wednesbury	0
400 - Dorridge	1	6363 – Metro Birmingham	0
402 - Blake Street	1	6364 – Metro Birmingham	0
403 - Blake Street	1	6365 – Metro Birmingham	0
404 – Shirley	1	6366 – Metro Birmingham	0
405 – Shirley	1	6367 – Metro Birmingham	0
406 – Shirley	2	6368 – Metro Birmingham	0
407 – Yardley Wood	1	6369 – Metro Birmingham	0
408 - Yardley Wood	5	6370 – Metro Birmingham	0
409 - Yardley Wood	1	6400 – Metro Wednesbury	0
410 - Yardley Wood	0	6401 – Metro Wednesbury	0
413 - Hall Green	0	6402 – Metro Wednesbury	0
414 - Hall Green	2	6404 – Metro Wednesbury	0
415 - Hall Green	0	6405 – Metro Wednesbury	0
416 - Hall Green	6	6406 – Metro Wednesbury	0
417 - Hall Green	3	6408 – Metro Wednesbury	0
418 - Hall Green	2	6416 – Metro Wednesbury	0
419 - Hall Green	5	6417 – Metro Wednesbury	0
420 - Hall Green	7	6419 – Metro Wednesbury	0
421 - Hall Green	5	6420 – Metro Wednesbury	0
422 - Kings Norton	2	6421 – Metro Wednesbury	0

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423 - Kings Norton	2	6422 – Metro Wednesbury	0
424 - Kings Norton	1	6423 – Metro Wednesbury	0
425 - Kings Norton	1	6424 – Metro Wednesbury	0
426 - Kings Norton	0	6425 – Metro Wednesbury	0
427 - Kings Norton	2	6426 – Metro Wednesbury	0
428 - Hawthorns	7	6427 – Metro Wednesbury	0
429 - Hawthorns	4	6428 – Metro Wednesbury	0
430 – Hawthorns	0	6429 – Metro Wednesbury	0
431 - Hawthorns	0	6430 – Metro Wednesbury	0
432 – Hawthorns	6	6431 – Metro Wednesbury	0
433 - Hawthorns	0	6432 – Metro Wednesbury	0
434 – Hawthorns	1	6433 – Metro Wednesbury	0
435 - Hawthorns	3	6434 – Metro Wednesbury	0
436 - Lye	4	6435 – Metro Wednesbury	0
437 – Lye	5	6436 – Metro Wednesbury	0
438 – Bescot	2	6437 – Bradley Lane	2
439 – Bescot	2	6438 – Bradley Lane	3
441 – Hall Green	2	6439 – Bradley Lane	2
442 – Hall Green	1	6440 – Bradley Lane	3
447 - Tipton	2	6441 – Bradley Lane	1
448 - Tipton	4	6442 – Bradley Lane	1
450 - Canley	1	6443 – Bradley Lane	0
451 - Canley	5	6454 – Metro Wednesbury	0
452 - Canley	4	6455 – Metro Wednesbury	0
454 – Canley	2	7006 – Tipton	0
459 - Moor Street	2	7007 – Tipton	0
460 - Moor Street	3	7008 – Tipton	0
461 - Moor Street	0	7009 – Tipton	0
462 - Moor Street	0	8001 – Bromsgrove	0
463 - Moor Street	1	8002 – Bromsgrove	0

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464 - Moor Street	0	8003 – Bromsgrove	0
466 - Moor Street	0	8004 – Bromsgrove	2
467 - Moor Street	0	8006 – Bromsgrove	1
469 - Moor Street	0	8007 – Bromsgrove	1
470 - Moor Street	0	8008 – Bromsgrove	0
471 - Chester Road	2	8009 – Bromsgrove	2
472 - Chester Road	4	8010 – Bromsgrove	0
474 - Moor Street	0	8011 – Bromsgrove	0
475 - Moor Street	0	8012 – Bromsgrove	0
476 - Moor Street	1	8013 – Bromsgrove	1
477 - Moor Street	2	8014 – Bromsgrove	0
478 - Moor Street	1	8015 – Bromsgrove	0
479 - Moor Street	3	8016 – Bromsgrove	0
481 - Snow Hill	6	8017 – Bromsgrove	1
482 – Tame Bridge	2	8018 – Bromsgrove	3
483 – Tame Bridge	2	8019 – Bromsgrove	0
484 – Tame Bridge	1	8020 – Bromsgrove	3
485 – Tame Bridge	3	8021 – Bromsgrove	1
486 – Tame Bridge	2	8022 – Bromsgrove	0
496 - Tile Hill	1	8023 – Bromsgrove	0
497 - Tile Hill	0	8024 – Bromsgrove	0
498 - Tile Hill	1	8025 – Bromsgrove	0
499 - Tile Hill	0	8026 – Bromsgrove	0
500 - Tile Hill	1	8027 – Bromsgrove	4
501 - Tile Hill	1	8028 – Bromsgrove	0
502 - Tile Hill	0	8029 – Bromsgrove	5
503 - Marston Green	1	8030 – Bromsgrove	3
504 - Marston Green	2	8031 – Bromsgrove	0
505 - Marston Green	1	8032 – Bromsgrove	1
506 - Marston Green	1	8033 – Bromsgrove	0

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507 - Marston Green	0	8034 – Bromsgrove	0
508 - Marston Green	0	8035 – Bromsgrove	0
510 - Marston Green	7	8036 – Bromsgrove	1
513 - Kings Norton	1	8037 – Bromsgrove	0
514 - Kings Norton	0	8038 – Bromsgrove	1
515 – Kings Norton	3	8039 – Bromsgrove	1
519 - Yardley Wood	1	8040 – Bromsgrove	0
520 - Yardley Wood	0	8041 – Bromsgrove	1
521 - Yardley Wood	0	8042 – Bromsgrove	0
522 - Yardley Wood	0	8043 – Bromsgrove	0
523 – Yardley Wood	1	8044 – Bromsgrove	1
524 - Yardley Wood	0	8045 – Bromsgrove	0
525 - Dudley Port	0	8046 – Bromsgrove	5
526 - Dudley Port	0	8047 – Bromsgrove	2
527 - Dudley Port	1	8048 – Bromsgrove	2
529 - Dudley Port	0	8049 – Bromsgrove	4
530 - Dudley Port	1	8050 – Bromsgrove	1
531 - Dudley Port	0	8051 – Bromsgrove	0
535 - Whitlocks End	1	8052 – Bromsgrove	0
536 - Whitlocks End	2	8053 – Bromsgrove	1
537 - Whitlocks End	1	8054 – Bromsgrove	1
538 - Whitlocks End	0	8055 – Bromsgrove	3
539 - Whitlocks End	0	8056 – Bromsgrove	2
551 - Snow Hill	1	8057 – Bromsgrove	1
552 - Snow Hill	2	8058 – Bromsgrove	2
553 - Snow Hill	0	8059 – Bromsgrove	3
554 – Snow Hill	1	8060 – Bromsgrove	2
555 - Snow Hill	0	8061 – Bromsgrove	2
556 - Snow Hill	0	8062 – Bromsgrove	2

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557 - Snow Hill	1	8063 – Bromsgrove	1
558 - Snow Hill	1	8064 – Bromsgrove	2
559 – Snow Hill	1	8065 – Bromsgrove	5
560 - Snow Hill	2	8066 – Bromsgrove	0
561 - Snow Hill	2	8067 – Bromsgrove	0
562 - Snow Hill	2	8068 – Bromsgrove	0
563 – Snow Hill	0	8069 – Bromsgrove	0
564 - Snow Hill	0	8070 – Bromsgrove	0
565 - Snow Hill	0	9017 – Rowley Regis	0
566 - Snow Hill	1	9018 – Rowley Regis	3
567 - Snow Hill	1	9019 – Rowley Regis	0
568 - Snow Hill	0	9020 – Rowley Regis	8
569 - Snow Hill	0	9021 – Rowley Regis	7
570 - Snow Hill	0	9022 – Rowley Regis	6
571 - Snow Hill	0	9023 – Rowley Regis	9
572 – Snow Hill	0	9024 – Rowley Regis	0
573 - Snow Hill	2	9025 – Rowley Regis	11
1021 – Tipton	1	9026 – Rowley Regis	5
1022 – Tipton	3	9027 – Rowley Regis	6
1023 – Tipton	1	9028 – Rowley Regis	5
1024 – Tipton	1	9029 – Rowley Regis	14
1025 – Tipton	3	9030 – Rowley Regis	5
1026 – Tipton	1	9031 – Rowley Regis	3
1027 – Tipton	0	9032 – Rowley Regis	0
1201 – Longbridge	3	9033 – Rowley Regis	2
1202 – Longbridge	0	9036 – Longbridge	0
1203 – Longbridge	0	9037 – Longbridge	1
1204 – Longbridge	4	9038 – Longbridge	0
1205 – Longbridge	1	9039 – Longbridge	0

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1206 – Longbridge	1	9040 – Longbridge	0
1207 – Longbridge	0	9041 – Longbridge	0
1208 – Longbridge	1	9042 – Longbridge	0
1209 – Longbridge	1	9049 – Cradley Heath	2
1210 – Longbridge	1	9050 – Cradley Heath	3
1211 – Longbridge	0	9051 – Cradley Heath	3
1212 – Longbridge	0	9052 – Cradley Heath	2
1213 – Longbridge	7	9053 – Cradley Heath	1
1214 – Longbridge	10	9054 – Cradley Heath	1
1215 – Longbridge	12	9055 – Cradley Heath	3
1216 – Longbridge	7	9056 – Cradley Heath	2
1217 – Longbridge	17	9057 – Cradley Heath	4
1218 – Longbridge	3	9058 – Cradley Heath	4
1219 – Longbridge	1	9059 – Cradley Heath	5
1220 – Longbridge	1	9060 – Cradley Heath	3
1221 – Longbridge	5	9065 – Kings Norton	0
1222 – Longbridge	5	9066 – Kings Norton	0
1223 – Longbridge	0	9067 – Kings Norton	0
1224 – Longbridge	0	9068 – Kings Norton	0
1225 – Longbridge	0	9081 – Four Oaks	2
1226 – Longbridge	0	9082 – Four Oaks	5
1227 – Longbridge	1	9083 – Four Oaks	2
1228 – Longbridge	0	9084 – Four Oaks	2
1229 – Longbridge	0	9085 – Four Oaks	1
1230 – Longbridge	0	9086 – Four Oaks	3
1231 – Longbridge	0	9087 – Four Oaks	0
1232 – Longbridge	1	9088 – Four Oaks	0
1233 – Longbridge	0	9089 – Four Oaks	1
1234 – Longbridge	0	9090 – Four Oaks	3
1235 – Longbridge	0	9091 – Four Oaks	1

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1236 – Longbridge	0	10010 – Snow Hill	1
1237 – Longbridge	3		
1238 – Longbridge	1		
1239 – Longbridge	0		
1240 – Longbridge	0		
1241 – Longbridge	9		
1242 – Longbridge	5		
1243 – Longbridge	0		
1244 – Longbridge	0		
1245 – Longbridge	0		
1246 – Longbridge	0		
1247 – Longbridge	0		
1248 – Longbridge	0		
1249 – Longbridge	0		
1250 – Longbridge	0		
1251 – Longbridge	0		
1252 – Longbridge	0		
1253 – Longbridge	0		
1254 – Longbridge	0		
1255 – Longbridge	0		
1256 – Longbridge	0		
1257 – Longbridge	5		
1258 – Longbridge	0		
1259 – Longbridge	0		
1260 – Longbridge	0		
1261 – Longbridge	0		
1262 – Longbridge	11		
1263 – Longbridge	1		
1264 – Longbridge	0		

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1265 – Longbridge	0		
1266 – Longbridge	0		
1267 – Longbridge	0		
1268 – Longbridge	0		
1269 – Longbridge	2		
1270 – Longbridge	8		
1271 – Longbridge	10		
1272 – Longbridge	1		
1273 – Longbridge	1		
1274 – Longbridge	0		
1275 – Longbridge	0		
1276 – Longbridge	0		
1277 – Longbridge	0		
1278 – Longbridge	0		
1279 – Longbridge	2		
1280 – Longbridge	2		
1281 – Longbridge	6		
1282 – Longbridge	5		
1283 – Longbridge	11		
1284 – Longbridge	0		
1285 – Longbridge	0		
1502 – Selly Oak	3		
1503 – Selly Oak	1		
1506 – Selly Oak	0		
1508 – Selly Oak	0		
1509 – Selly Oak	6		
1513 – Selly Oak	3		
1514 – Selly Oak	0		
1515 – Selly Oak	1		



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1517 – Selly Oak	2		
2042 – Solihull	0		
2043 – Solihull	0		
2044 – Solihull	0		
2045 – Solihull	0		
2046 – Solihull	0		
2047 – Solihull	0		
2048 – Solihull	0		
2049 – Solihull	0		
2050 – Solihull	0		
2051 – Solihull	0		
2052 – Solihull	0		