

(1) Birmingham City Council  
(2) Claimant  
(3) Second Statement of PC Mark Campbell  
(4) Date  
(5) Exhibits

IN THE HIGH COURT OF JUSTICE  
KING'S BENCH DIVISION  
BIRMINGHAM DISTRICT REGISTRY

Claim No: KB-2022-BHN-000221

In the matter of an application for an injunction under s.37(1), Senior Courts Act 1981, s.1, Localism Act 2011, s.222, Local Government Act 1972 and s.130, Highways Act 1980.

**B E T W E E N:**

**BIRMINGHAM CITY COUNCIL**

Claimant

and

**(1) AHZI NAGMADIN and others**

Defendants

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**WITNESS STATEMENT OF  
MARK CAMPBELL**

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I, MARK CAMPBELL, Police Constable 6018 of West Midlands Police currently stationed at Road Policing Unit headquarters, WILL SAY AS FOLLOWS:

1. I am PC 6018 Campbell and I am making this statement on behalf of the West Midlands Police in relation to the first annual review of the current the Birmingham Section 222 High Court Street Cruising Injunction ("the Street Cruising Injunction"), which was granted on the 27<sup>th</sup> February 2024. I have been a Police officer for 27 years and within that time I have worked on a number of specialist teams, including Road Policing units, response, Pro-active teams and

neighbourhood teams. I am currently West Midlands Police subject lead for Operation Hercules which is the West Midlands Police strategic and tactical response to street- cruising. I have held this position for approximately 6 years.

2. The organisation of street-cruising events is highly professional and businesslike. I comment on this aspect of the situation below in this statement. In my experience, therefore, an organised and proactive response by the authorities is essential. I have worked alongside Road Policing Units and Neighbourhood Teams within West Midlands Police to develop new tactical approaches to tackle the issues that street cruising causes and to try to make the streets of Birmingham and the Black Country safer for everyone's use. This is why, from the beginning, West Midlands Police has supported the Claimant's application for an injunction.
3. At the outset, I would like to emphasise that the Street Cruising Injunction has had an extremely positive impact on the problem of street cruising, and therefore on the community within Birmingham. West Midlands Police strongly supports its continuance.

#### **The impact of the Injunction**

4. The most striking effect of the Street Cruising Injunction has been the elimination of the largest street cruises (e.g. those attracting 200-300 participants and spectators). In addition, whilst we still encounter street cruises comprising between 30-50 people, these meets are significantly rarer.
5. It has taken time for the injunction to have this effect, the positive results of the new 2024 injunction has been heightened due to a number of reasons, the 1<sup>st</sup> being the increase of the Road Harm Prevention Team (RHPT), which has allowed greater coverage of the street racing "Hot Spots" and allowed larger more targeted operations with a larger increase in enforcement, 2<sup>nd</sup> being the ownership of Operation Hercules by Road Policing Unit. 3<sup>rd</sup> a greater buy and understanding of the issues from Senior ranks, including the Police and Crime Commissioner, Simon Foster, who has personally attended and worked alongside RHPT on an Operation Hercules evening. I have personally been able to attend local neighbourhood teams across the West Midlands force area and up skill these officers, who now help to cover areas classed as "Hot Spots" However, 2023 was somewhat of an anomaly with the Police seeing a larger amount of calls to service than in 2024, this was potentially down to the death

of one of the main street racing organisers, who passed away due to ill health. This death saw a large amount of memorial meets ongoing throughout the mid to later parts of 2023. The majority of these meets did not result in street racing, but did cause large amounts of discord from the public. During 2023, the Council and the Police publicised all the hearings that took place while the proceedings were continuing and also publicised the interim injunction itself (as it was amended by the Court in various respects on several occasions). Enforcement proceedings for breach of the interim injunction also took place during 2023 especially over the summer months and into the autumn. The final injunction was then granted in February 2024 and further publicity and enforcement proceedings ensued. I believe that it is as a result of these measures, together with the other enforcement activities undertaken by my team in the last two years which have led to the impact I have described.

6. The below table compares the number of calls to service received by West Midlands Police relating to potential car cruises in Birmingham between September – November 2023 to the same period in 2024 (when the Street Cruising Injunction was in force). It shows that there has been a reduction of 52%.

|              | BHAM       |            |               |
|--------------|------------|------------|---------------|
|              | 2023       | 2024       | CHANGE        |
| <b>Sep</b>   | 220        | 79         | -64.09        |
| <b>Oct</b>   | 139        | 64         | -53.96        |
| <b>Nov</b>   | 83         | 66         | -20.48        |
| <b>TOTAL</b> | <b>442</b> | <b>209</b> | <b>-52.71</b> |

7. Over the last 6 months of data the whole of the West Midlands area has seen a reduction of over 1100 calls to service from members of the public relating to potential car cruises. This is an incredible reduction, which the police had been unable to achieve prior to the grant of the Street Cruising Injunction.

8. The matters set out above should not be taken to suggest that dedicated street cruisers are being rehabilitated. From discussions that I have had with my colleagues in Milton Keynes, Nottingham and Coventry it appears that the Street Cruising Injunction has, to an extent, displaced street cruisers to our neighbour regions. For example, I am aware that large numbers of street cruisers are driving to Nottingham to take part in their large-scale street cruising meets, this is also happening in Leicester and Milton Keynes. It is felt by the street cruisers that these meets are not being Policed in the same manner as in the West Midlands, due to the fact there are no specific injunctions in place. Areas of Milton Keynes and Leicester have Public space protection orders in place, but are not being Policed.
  
9. I have previously mentioned in earlier statements that members of Street cruising crews describe street racing as a “religion” to them and “their social life” & “I don’t smoke, do drugs or drink, this is my drug, racing” . There is a real feeling from individuals that I have spoken to that they have an entitlement to attend street cruising meets without being challenged and prosecuted by Police. This is just one of the reasons that many of the cruisers and spectators will travel to other regional areas. Previously before the successful application for the Section 222 Injunctions that attitude may have been the case, but with the large amounts of arrest made for breach of the injunction, plus the weekly enforcement of traffic legislation many attendees are preferring to drive out of Birmingham. One driver even stated that they prefer to go to West Mercia as they do not have an injunction and the Police are rarely seen. A small number of racers continue to state that there is nothing the Police can do to stop them, even after large scale enforcement. One young driver even informed me with sincerity that I would have to cut his legs off to prevent him racing other drivers. For that reason, I consider that, if the Street Cruising Injunction were to be discharged, the issue of street cruising in Birmingham would revert to exactly how it was prior to the Injunction being granted.

### **Policing the Injunction**

10. This review of the Street Cruising Injunction is a useful opportunity for me to highlight the positive impact it has had on the wider community within the City of Birmingham with the support of West Midlands Police and the Council. I should now like to explain how we have policed the Injunction in order to achieve the results that I have referred to above.

11. The Road Harm Prevention Team is responsible for the weekly policing and enforcement of the Street Cruising Injunction; however the 24/7 Road Policing units are also tasked with targeting groups of street cruisers on weekends. This targeted approach has massively reduced the number of large scale meetings taking place within the boundaries of Birmingham.
  
12. Certain roads such as the A47 Heartlands/Fort Parkway and the A38 Sutton by pass, are still “hot spots” and areas of concern. These three roads have historically been the main areas where street racing/car cruising take place. These three roads are also where the majority of enforcement takes place across the West Midlands, with the largest amount of arrests coming from these roads. Target hardening is taking place, firstly on Heartlands Parkway, where collective work is being done with the Highways agency, whereby a CCTV camera has been put in place to monitor Saltley Gate Island, rumble strips/paint is being tested at this location to prevent drivers drifting around the Island and in the near future other technology will be put in place to deter speeding along this stretch of road. If this new approach proves successful it will be rolled out to other “Hot spot” locations. The City of Birmingham remains the highest attended location for street cruisers within the West Midlands, but it has also seen the largest reduction of organised street cruising. On the whole West Midlands Police are seeing a reduction of calls across the whole force area on a monthly basis. Since the grant of the final Street Cruising Injunction on the 27<sup>th</sup> February 2024, there have been 30 street cruisers arrested for breach, the vast majority of whom have been found to have breached the injunction resulting in suspended prison sentences, costs orders and large fines up to £3,630.32. It is notable that we have never arrested the same person for breach of the Street Cruising Injunction on more than one occasion, which shows the deterrent effect of the committal proceedings.
  
13. Alongside enforcement of the Street Cruising Injunction, the police have continued to enforce the criminal law by arresting the most serious perpetrators for dangerous or careless driving. We do this because the criminal sanctions include significant driving bans. By way of example, over the period of 01/06/24 to 01/09/24 West Midlands Police reported or arrested 10 street cruisers who were prosecuted for criminal offences for Dangerous Driving and received driving bans of up to 2 years. In other criminal proceedings, the organisers of various cruises were convicted of Conspiracy to cause a public nuisance and sentenced to terms of imprisonment of up to 4 years.

14. The decision as to whether to arrest a street cruiser for breach of the injunction, breach of the criminal law or to issue them with a fixed penalty notice (or a combination of these measures) is left to the police officers attending the incident. Our priority is always to arrest for breach of the injunction, but sometimes, the offending is so serious that the appropriate course is to prosecute where there is sufficient evidence available. In such cases, we would not always also enforce as a breach of the injunction, not because such breaches are not important but because we need to take a view as to the overall cost and proportionality of the enforcement action that we take.
15. In other cases, penalty notices may be given usually due to the resources available to police on the scene at the time. If, for example, only one police car is able to respond to a street cruising event (because, for example, other officers on duty are attending to a more serious callout) the most effective policing response may be to hand out Fixed Penalty Notices for breach of the criminal law. This is because the officers in the one police car can only arrest one driver at a time. The officers will then need to transfer the arrested person to the custody suite and complete the relevant paperwork, all of which takes several hours. This process enables the remainder of the street cruisers to continue racing in the absence of any police presence. That notwithstanding, when we are able, we have as many officers tasked with disrupting street cruising as possible, which enables us to keep a police presence on the roads whilst making multiple arrests.
16. The regular police presences in “hotspot” street cruising areas has also had an impact on deterring street cruisers from Birmingham. West Midlands Police continue to monitor the social media accounts through which street cruises are organised and have observed a trend of organisers contacting the account’s followers/subscribers to postpone a street cruise by several hours due to the police presence having been observed by them on the roads. This has even led to street cruises being cancelled/moved to locations outside Birmingham.
17. West Midlands Police have also created a number of new tactics to combat the issue of street cruising. For example, we are using new drone technology, National Police Air Support (Helicopter)(NPAS) or a fixed wing plane to locate and track vehicles from a distance, this helps in enabling Police to not engage in a pursuit, but for the Police vehicles to be located out of direct view of the

racing vehicles and then be guided to the vehicle observed, stop the driver and enforce either the injunction or Traffic legislation. Only recently a vehicle was observed by NPAS racing on Heartlands Parkway and completing multiple loops of this section of road, the vehicle was then followed by the helicopter whilst giving commentary to traffic officers to the exact location. On this occasion the driver was dealt with for the manner of his driving and is currently going through the court system. The Police have also used automated stingers, which are remote controlled, and have been particularly successful in bringing a safe conclusion to the larger gatherings of street cruisers. This tactic has been used for to target the vehicles travelling at excessive speeds, stinging all 4 tyres of the speeding vehicles. The street cruisers on seeing this tactic will normally put an end to the racing at that particular location, I am aware that the organisers are very fearful of the stinger and will direct the street racing crews to move from this location or end the night.

## **Spectators**

18. The Street Cruising Injunction has also been invaluable in assisting West Midlands Police in tackling the issue of spectators, who are the most vulnerable to serious/fatal injury. Since the grant of the injunction, there are significantly less people congregating at the roadside to watch street cruises. Officers have attended and have tried to engage with the spectators, handing out warning leaflets and trying to educate, but the biggest issue relating to spectators is they are aware they are breaching the injunction and will just run off on seeing Police.
19. There is no power of arrest in relation to spectators and I am not suggesting that there should be a variation of the Order in that respect. It is my view that enforcement against the drivers of vehicles should generally be our priority and that effective enforcement against them deters events from taking place and keeps would-be spectators away from the roadside. Of course, in an appropriate case, we would certainly seek to obtain spectators' details and pass them to the Claimant for consideration of paper committal proceedings. So far, however, officers have not judged this to be necessary and so have not pursued spectators to obtain their details.

## **Organisers of Street Cruising**

20. Organisers of street cruising events are professional. The main organisers within the West Midlands area are no doubt making money by using their social media accounts to organise street cruises, communicate with attendees and sell merchandise such as Sweaters/Hoodies, stickers and air-fresheners. If a social media account gets sufficient following, it can even be sold to organisers in regions, such as Essex, Paris, Yorkshire, Leicester, Nottingham, Milton Keynes and Telford for a substantial sum of money. In all of these locations there is now a Instagram street racing account called Forza\_Essex, Paris, Leicester etc etc.
21. Organisers of street racing have successfully been targeted. In my statement in support of the application for the Street Cruising Injunction, I explained that Ahzi Nagmadin, Jessica Roberts and Rashani Reid were being prosecuted for causing a public nuisance by organising street racing across the streets of the West Midlands force area. Mr Nagmadin, Ms Roberts and Mr Reid all pleaded guilty and have received custodial sentences of between 3 and 4 years each. These sentences were unprecedented in the world of UK organised street cruising and have sent a clear message for the future that this activity will not go unpunished. Going forward the Op Hercules team will be expanding to allow more investigative work to be conducted around the main organisers of street cruising, which again we anticipate will lead to more prosecutions and/or committal proceedings and a further reduction of street cruising.

## **Conclusion**

22. In conclusion, there is no doubt in my mind that the Street Cruising Injunction has had a positive impact on the large-scale organised street cruising meets. There has been over a 50% reduction in calls from the public from across the whole of the Birmingham local authority area. These results should be taken in a positive way, with the displacement of street cruising to other regions having been recorded by other force areas such as Milton Keynes, Leicester, Telford and Nottingham, all of whom have contacting Operation Hercules team for assistance in to combatting street cruising in their local areas. Police actively target the Birmingham area due to the issues of street cruising and take a robust approach to enforcing not only the injunction, but also traffic legislation. I will be looking at working closely with the local authority at obtaining average speed cameras along the A47, but in the meantime operations will be conducted with



the help of Force traffic, local neighbourhood teams, Drones and NPAS (Force helicopter) looking at street cruising and speed enforcement.

23. I have no doubt that the injunction is a vital tool in deterring street cruise organisers and participants and in allowing immediate enforcement by committal proceedings where necessary. I strongly support the continuation of the injunction and power of arrest on the current terms.

**Statement of Truth**

I believe that the facts stated in this witness statement are true. I understand that proceedings for contempt of court may be brought against anyone who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

Signed  Date 20/2/25

Print name in full MARK CAMPBELL

DATE: 20/2/25